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INTERSTATE COMMERCE COMMISSION
BUREAU OF ACCOUNTS AND COST FINDING

TERRITORIAL STUDIES OF MOTOR CARRIER COSTS AND OPERATING PERFORMANCE FACTORS

CENTRAL TERRITORY

(Two Parts)

Part I - Cost Scales and Operating Performance Factors

Prepared by the Cost Section

This cost and operating performance factor material has been introduced in proceedings before the Commission and is released as a matter of information for carriers, shippers, regulatory agencies, and others not parties to such proceedings (Docket No. 29555, Pick-up and Delivery Services by Railroads, Docket No. MC-C-542, Pick-up and Delivery Services by Motor Carriers, Docket No. 29556, Charges on Small Shipments by Railroads, and Docket No. MC-C-543, Charges on Small Shipments by Motor Carriers).

Statement No. 1-49

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1. Introductory statement:

This cost study of motor carriers of general freight in the Central territory has been prepared in two parts. Part I, which is presented in this volume is entitled "Territorial Cost Scales and Operating Performance Factors". It contains the cost scales and operating performance factors for 35 carriers whose operations are principally within Central territory.

Part II, presented in a separate volume, is entitled "Territorial Summary Sheets Showing Development of Unit Costs, Motor Carriers in the Central territory. It contains the territorial summary sheets showing the unit costs for line-haul and terminal, and the procedure followed in obtaining these unit costs. The data are shown separately for each of the 35 carriers and for the total of all carriers.

2. Selection of the carriers:

Due to the magnitude of the work involved in applying the cost formula, Highway Form A, to all the carriers in a territory, it becomes necessary to limit the cost study to a selected group of carriers representative of the territory. The general procedure followed in selecting the carriers used in the Central territory study is outlined below:

As in the case of other studies prepared by the Cost Section, consultation was held with various interested parties in the course of selecting the carriers for the cost study, the endeavor being to obtain a reasonable cross-section of the common carriers of general commodities in the Central territory.

A preliminary survey was made of the annual reports of all class I motor carriers located in the Central territory to obtain a list of the common carriers of general freight. The annual reports for these carriers were then reviewed and data showing expenses for the principal operating accounts, equipment rents, vehicle-miles, ton-miles, routes served, etc., were abstracted. The list of the carriers was then submitted to the Section of Accounts of the Bureau of Accounts and Cost Finding for the purpose of eliminating those carriers with inadequate accounting records.

From the list of the carriers with otherwise good accounting records there were eliminated carriers who failed to maintain a segregation of drivers' wages between line-haul and collection and delivery service. This separation is necessary for the purpose of the development of the costs.

Carriers whose revenues from local service (local cartage) constituted 10 percent or more of their total revenue were eliminated as not being representative of over-the-road carriers. Also eliminated were those carriers with relatively large equipment rentals.

The remaining carriers were then grouped according to the area they served, with a further grouping made for types of traffic handled, i.e., TL or LTL, for average length of haul and for average load factors.

A map was made of the routes served by the carriers thus selected to determine the extent to which the territory was covered by the routes of the test study carriers.

The carriers were selected to include both large and small carriers (based on revenues), carriers handling TL as well as LTL traffic, and carriers with varying length of haul and load factors. A final comparison was made of the cost per ton and the average haul for the selected carriers with that for all the carriers in the territory. A comparison of the average load factor and average length of haul of the cost study carriers for the study period with 294 Central region carriers who reported ton-miles for the year 1946 follows:

Item	Cost study carriers (for cost period)	294 Central Region Carriers (for year 1946) 1/
Average load (tons)	8.86	8.51
Average haul (miles)	172.3	217

A comparison of the cost study carriers' cost per ton, revenue per ton and operating ratio for the cost study period, for the year 1947, with 231 common carriers of general freight in the Central territory for the year 1946 is shown below:

Item	Cost study carriers (for cost period) (year 1947)	231 common carriers of general freight (year 1947) 2/
Cost per ton (dollars)	9.78	9.88
Revenue per ton (dollars)	10.24	10.31
Operating ratio (percent)	95.5	95.8

1/ Taken from last available statistics of Class I Motor Carriers that shows ton-mile figures (Statement 4826)

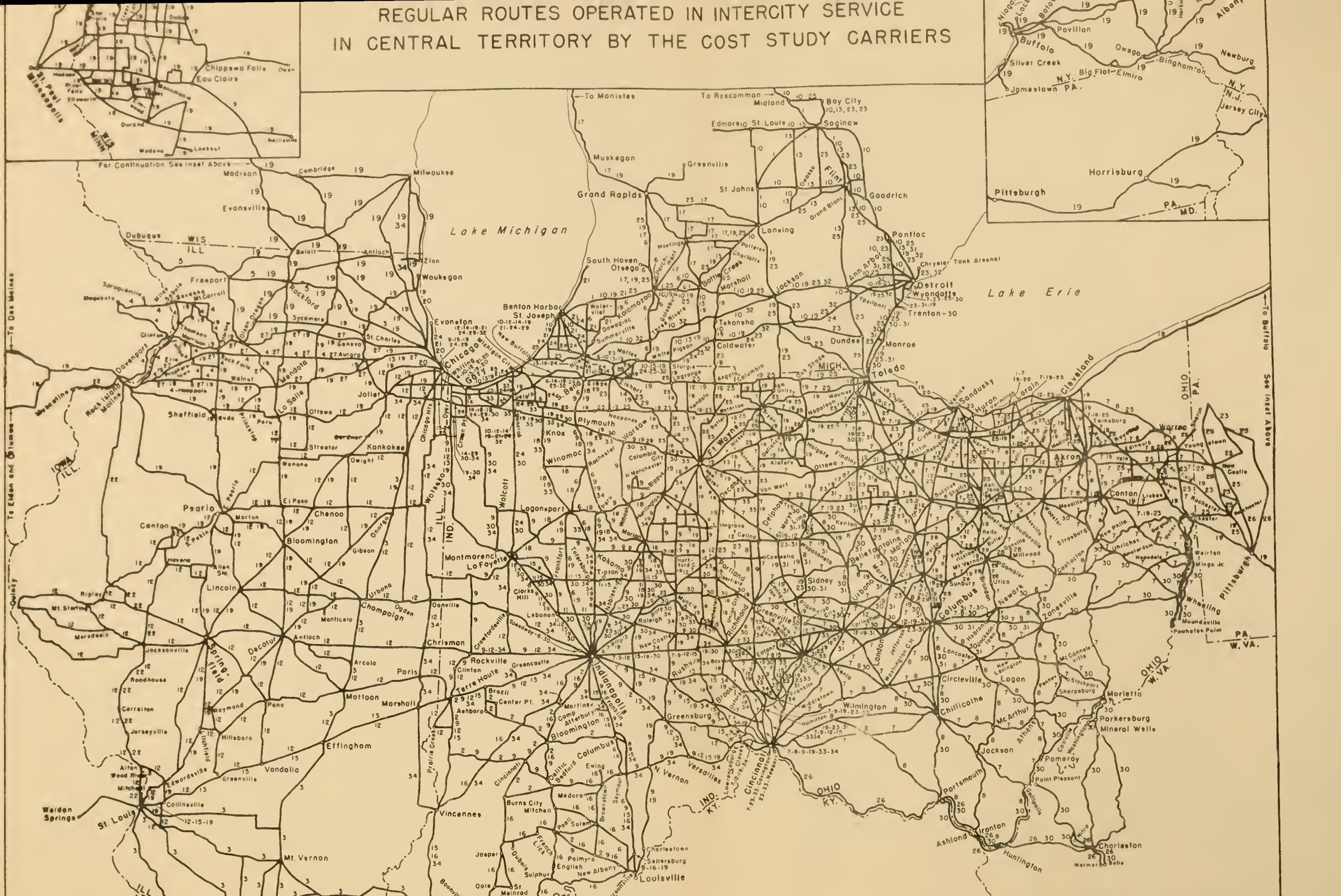
2/ Taken from Quarterly report Q 800

The cost study carriers' revenues for the year 1947 constituted 14 percent of the revenue for all class I intercity common carriers of general freight operating in the Central territory. The names of the 35 carriers included in the study are shown below: 1/

1. Bender & Loudon Motor Freight
2. Bloomington Bedford and Indianapolis Motor Freight, Inc.
3. Bonifield Brothers Truck Lines
4. Carstensen Freight Lines, Inc.
5. Chicago-Dubuque Motor Transportation Co.
6. Clemans Truck Line, Inc.
7. Cleveland, Columbus & Cincinnati Highway, Inc.
8. Commercial Motor Freight, Inc.
9. Commercial Motor Freight Inc. of Ind.
10. Consolidated Freight Co.
11. Daum Over-Nite Express, Inc.
12. Decatur Cartage Co., Prairie State Motor Freight (Consolidated)
13. Douglas Trucking Lines, Inc.
14. F. & S. Transit Co., Inc.
15. Foster Freight Lines, Inc.
16. Hargis Truck Line, Inc.
17. Hooker Motor Freight
18. Kain's Motor Service
19. Keeshin Motor Express Co., Inc.
20. Krema Trucking Company
21. Lake Shore Motor Transit Lines, Inc.
22. Lee Transportation Co.
23. National Transit Corporation (The)
24. Northwestern Transit Inc.
25. Norwalk Truck Line Co. (The)
26. O. K. Trucking Co. (The)
27. Rock Island Transfer & Storage Co.
28. Schlairet Transfer Co. (E.A.)
29. Short Line Express Co., Inc.
30. Suburban Motor Freight, Inc.
31. Transportation Service, Inc.
32. White Owl Express, Inc.
33. Wilson's Motor Transit
34. Ziffrin Truck Lines, Inc.

1/ Decatur Cartage Co. and Prairie State Motor Freight were cosolidated and used as one carrier in computing costs.

REGULAR ROUTES OPERATED IN INTERCITY SERVICE IN CENTRAL TERRITORY BY THE COST STUDY CARRIERS



NO.	CARRIER	HOME OFFICE
1	BENDER & LOUDON MOTOR FREIGHT	AKRON, OHIO
2	BLOOMINGTON, BEDFORD, & INDIANAPOLIS MOTOR FREIGHT, INC	BLOOMINGTON, IND
3	BONIFIELD BROTHERS TRUCK LINES	METROPOLIS, ILL
4	CARSTENSEN FREIGHT LINES, INC	CLINTON, IOWA
5	CHICAGO-DUBUQUE MOTOR TRANSPORTATION CO.	DUBUQUE, IOWA
6	CLEMANS TRUCK LINE, INC.	SOUTH BEND, IND
7	CLEVELAND, COLUMBUS, & CINCINNATI HIGHWAY, INC.	CLEVELAND, OHIO
8	COMMERCIAL MOTOR FREIGHT, INC.	COLUMBUS, OHIO
9	COMMERCIAL MOTOR FREIGHT INC. OF IND.	INDIANAPOLIS, IND.
10	CONSOLIDATED FREIGHT CO.	SAGINAW, MICH
11	DAUM OVER-NITE EXPRESS, INC.	INDIANAPOLIS, IND.
12	DECATUR CARTAGE CO.	CHICAGO, ILL.
12	PRAIRIE STATE MOTOR FREIGHT CO.	SPRINGFIELD, ILL
13	DOUGLAS TRUCKING LINES, INC.	OWOSSO, MICH.
14	F & S TRANSIT CO., INC	SOUTH BEND, IND.
15	FOSTER FREIGHT LINES, INC.	INDIANAPOLIS, IND.
16	HARGIS TRUCK LINE, INC	EVANSVILLE, IND.
17	HOOKER MOTOR FREIGHT	GRAND RAPIDS, MICH.
18	KAIN'S MOTOR SERVICE	LOGANSPORT, IND.
19	KEESHIN MOTOR EXPRESS CO., INC.	CHICAGO, ILL.
20	KREMA TRUCKING COMPANY	CHICAGO, ILL.
21	LAKE SHORE MOTOR TRANSIT LINES, INC.	ST. JOSEPH, MICH.
22	LEE TRANSPORTATION CO.	ST LOUIS, MO.
23	NATIONAL TRANSIT CORPORATION (THE)	DETROIT, MICH.
24	NORTHWESTERN TRANSIT, INC	MICHIGAN CITY, IND.
25	NORWALK TRUCK LINE CO. (THE)	NORWALK, OHIO
26	O.K. TRUCKING CO (THE)	CINCINNATI, OHIO
27	ROCK ISLAND TRANSFER & STORAGE CO.	ROCK ISLAND, ILL.
28	SCHLAIRET TRANSFER CO. (E. A.)	MT VERNON, OHIO
29	SHORT LINE EXPRESS CO., INC.	FT. WAYNE, IND.
30	SUBURBAN MOTOR FREIGHT, INC.	COLUMBUS, OHIO
31	TRANSPORTATION SERVICE, INC.	DETROIT, MICH.
32	WHITE OWL EXPRESS, INC.	PONTIAC, MICH.
33	WILSON'S MOTOR TRANSIT	MIDDLETOWN, OHIO
34	ZIFFRIN TRUCK LINES, INC.	INDIANAPOLIS, IND.

3. Explanation of the cost study:

The cost study was made by applying a formula designated as Highway Cost Formula, Form A, to the expense data of test study carriers for the year 1947.

The costs embrace the carriers' operating expenses, rents and taxes, excluding income taxes. No allowance for profit or return on investment was included, this being left as an item for separate consideration. The costs reflect the weight of shipment, the length of haul, whether single-line or interline, whether a minimum-charge shipment or other than minimum-charge shipment and whether truckload or less-truckload. The elements entering into the costs for each type of movement and the treatment of the various factors affecting costs, such as progressive load factor, density, etc., are set forth in footnote 1 to Table 3, herein.

Costs for minimum-charge shipments, i.e., shipments subject to the minimum-charge rule, and costs for small shipments, i.e., shipments weighing from 0-300 pounds, are stated in cents per shipment. The costs for all other shipments are shown in cents per 100 pounds. The costs are shown separately for single-line hauls, two-line hauls, a weighted average of both the single-line hauls and the interline hauls, and the individual carrier's costs on interline hauls. The latter costs are significant in analyzing the division of the revenues on interline traffic.

The 10 weight brackets for which costs are shown on other than minimum-charge shipments, and 2 weight brackets for which the costs are shown on minimum-charge shipments, and the 6 weight brackets for which costs are shown on small shipments, follow:

Weight brackets for other than minimum-charge shipments (shown in Table 1) (1)	Weight brackets for minimum-charge shipments (shown in Table 2) (2)	Weight brackets for small shipments (shown in Table 3) (3)
0 - 199 lbs.	0 - 199 lbs.	0 - 50 lbs.
200 - 499 "	200 - 499 "	51 - 100 "
500 - 999 "		101 - 150 "
1,000 - 1,999 "		151 - 200 "
2,000 - 4,999 "		201 - 250 "
0 - 4,999 "		251 - 300 "
5,000 - 9,999 "		
0 - 9,999 "		
10,000 - 19,999 "		
20,000 pounds and over		

The underlying cost data for all weight brackets are shown herein on a cumulative basis, thus permitting the computation of the costs for any grouping of the weight brackets that may be desired. The selection of the weight brackets, 0-4999, 0-9999, were for the purpose of presenting information on Less Than Truckload or volume shipments.

4. Treatment of the constant costs:

For the purposes of analysis and comparison the constant or fixed expenses are apportioned on the basis of the out-of-pocket or direct expenses and on a prorata ton and ton-mile basis. The cost figures in Table 9 herein show the results of both methods of treatment. The cost scales shown in Tables 1 and 2 are based on the apportionment of the constant expenses on the basis of the out-of-pocket expenses. This treatment of the constant costs was used in the computation of the cost scales, first, because the constant expenses constitute but a very small portion of the motor carrier costs, and, secondly, because of the simplicity of presentation.

Table 4 shows, for certain weight groups and lengths of haul, the effect of apportioning the constant terminal costs on a ton basis and the constant line-haul expenses on a ton-mile basis. The figures reflect constant costs amounting first to 5 percent and secondly to 10 percent of the total operating expenses, rents, and taxes. For purposes of illustration, figures are also shown which include an allowance for profit based on an operating ratio of 95. It will be noted that where the weight of the shipment approaches the average for all shipments it is a matter of indifference which basis of apportioning the constant costs is used. It is only where the shipments are very small or very large that the costs differ significantly, i.e., up to 5 percent.

5. Reconciliation of test study carriers' unit costs with total actual expenses for such carriers:

For purposes of reconciliation the unit costs for the 35 carriers (i.e., the overall costs per 100 pounds for pick-up and delivery work and platform work, the cost per shipment for billing and collecting expenses, and the cost per 100 pounds per mile for intercity terminal-to-terminal operation and for peddle-trip operation) were multiplied by the corresponding service units for the same study carriers (i.e., pounds given pick-up and delivery, pounds given platform handling, shipments billed, and ton-miles in intercity service). The resulting total amounted to 99.9 percent of the total operating expenses, rents, and taxes as reported by the respective study carriers for the year 1947.

6. Treatment of circuity:

Circuity may be defined as the percentage by which the actual miles of haul exceed the rate-making miles. For purposes of rate construction and analysis it is the practice to use a so-called "rate-making" or "short-line" mileage. In some instances the short-line mileage is based on the highway short-line distances and in other instances, where the rail rate structure has been adopted, on rail short-line distances.

The cost scales are based upon actual length of haul over which the traffic was physically transported by the cost study motor carriers. Hence, if costs are desired for any given short-line or rate-making mileage, one must first increase such rate-making miles for the circuity experienced and then read or interpolate from the cost scales the costs shown for the mileage as thus adjusted. For example, if the rate-making distance between two points is 100 miles and the circuity is 3 percent, read or interpolate the costs from the cost scale for 103 miles. The figure of 103 represents the actual road-miles of haul. In the Central territory no freight-bill study was available. Therefore, the average territorial circuity could not be developed. 1/

7. Treatment of density:

The cost scales reflect the average cost for all traffic as actually handled, i.e., for traffic of average density. An analysis of the traffic in the freight-bill study for Western and Southern territories showed the average density (pounds per cubic foot) to be about 25. The costs for traffic of greater or lesser density than the average are shown for single-line shipments of various weights and lengths of haul in Table 5.

1/ The average circuity developed in other territories was as follows: Southern intraterritorial: single-line, 0-10 miles, 75 percent; 11-1,200 miles, 2.1 percent; all mileage blocks, 2.2 percent; interline, 0-100 miles, 32.8 percent; 101-200 miles, 17.4 percent; 201-1,200 miles, 4.5 percent and average for all mileage blocks, 5.5 percent. Southern interterritorial: single-line, all mileage blocks, 3.3 percent; interline, 0-200 miles, 21.8 percent; 201-2,400 miles, 8.7 percent and all mileage blocks, 8.7 percent. Western Trunk-Line: Single-line, 0-1,500 miles, 3.5 percent; 1,501-2,500 miles, 9.5 percent and all mileage blocks, 3.7 percent; interline, 0-300 miles, 21.9 percent; 301-3,000 miles, 10.8 percent; and all mileage blocks, 11.6 percent.

Using the shipments of 0-4,999 pounds for purposes of illustration, column (3) of Table 5 shows the average unit costs for all traffic (i.e., for all density groups combined) for each of the following elements of service: pick-up and delivery running costs, pick-up and delivery costs at stops (i.e., at the shipper's or consignee's platforms), platform costs at the carrier's terminal, the billing and collecting costs, platform costs at the carrier's intermediate transfer points on line, and the line-haul running costs. Columns (4), (6), (8), (10), etc., show the unit cost for each element of service in each of the various density groups as adjusted to reflect what is believed to be the maximum influence of density. On pick-up and delivery running costs and line-haul running costs the expenses for traffic of light density are based on the relative stowage factor (i.e., cubic feet per ton) but subject to the provision that no traffic be credited with a greater density than that at which the vehicle would be simultaneously loaded to both its space and weight capacity. 1/ This treatment does not allow for those situations where the carrier receives such a mixture of heavy loading and light loading traffic that it is able to obtain the maximum weight capacity despite the hauling of some traffic which weighs less than 20 pounds per cubic foot, the latter being the approximate density beyond which the influence of density is no longer operative. For example, with all motor carrier traffic averaging about 25 pounds per cubic foot, any carrier experiencing this average density of traffic on each less-truckload trip operated would obviously find density to have but a negligible influence on his LTL vehicle running costs. N o trip would be operated at less than its weight capacity because of the low density (i.e., bulkiness) of the freight. In actual practice such ideal mixing of the LTL traffic in each departing load is not attainable. An analysis of the trips carrying LTL traffic in Southern and Western territories showed that approximately 50 percent of the ton-miles were produced on trips where density could have been a factor. Stated differently, approximately 50 percent of the ton-miles were produced on trips which, when operating in the direction of peak traffic, or when operating in either direction where the traffic was approximately balanced, 2/

1/ The figures for Central territory are 17 pounds per cubic foot on PU&D trucks and 20 pounds per cubic foot on line-haul trucks.

2/ Traffic in light direction was 80 percent or more of traffic in heavy direction.

averaged over the entire trip a load less than the full weight capacity of the vehicles.1/ This analysis undoubtedly overstates the influence of density. Many of the trips were no doubt operated at less than capacity because of factors other than the density of the freight carried, such as trips to "clean up" partial loads of waiting freight, departure of trucks from terminals with capacity loads, some of which were dropped at intermediate points, and the operation of runs to maintain a scheduled service when insufficient freight was available to load the vehicle to its full weight capacity. Assuming that LTL traffic of light density is distributed by directions of movement in about the same proportions as all other LTL traffic, the influence of density could only have been felt at most on about half the movement and even this figure may be overstated. 2/

There is shown in Table 5 page 59 the effect of density on cost, assuming that 50 percent of the traffic is handled in vehicles where space occupancy is the controlling factor, while the remaining 50 percent of the traffic is handled in vehicles where, as a result of mixture of heavy-loading and light-loading traffic, the weight of the load rather than the space occupancy becomes the controlling factor and the influence of density on the running costs is eliminated. The figures were computed by taking a simple average of the running costs for the PU&D and line-haul services shown for all density groups combined on page 59, col. (3), and the corresponding costs there shown by individual density groups in columns (4), (6), (8), etc. A fifty-fifty weighting was thus given to each set of cost data as 50 percent of the traffic was assumed to be handled under each of the two sets of operating conditions. No adjustment was made to any of the remaining costs. The corrected totals and subtotals in columns (4),(6),(8),etc., were then computed and divided by the corresponding figures in column (3) to arrive at the adjustment factors shown in columns (5),(7),(9), etc. The figures shown on page 59 are not applicable to truckload lots which occupy the space capacity of the vehicle and do not permit the mixing with other freight. 3/

1/ Based on average weight capacity of the carriers' line-haul equipment.

2/ An analysis of the answers to Field Report item 28 of the cost formula shows that the operators in the Central territory believe that only approximately 27 percent of the LTL and mixed trips are affected by density

3/ The effect of density on costs assuming 100% of the traffic is handled in vehicles where space occupancy is a controlling factor is shown in Table 5 page 63 as a matter of information.

The adjustment of the platform-handling costs for density is based on time studies showing the relation of "platform trucking time," "stowing time" and "breaking-out time" to the density of the shipment. 1/

8. Explanation of tables and appendix:

Tables 1 to 3 inclusive show the cost scales for various weight brackets (pounds per shipment) and various lengths of haul up to 2,000 miles. The costs are shown separately for single-line hauls, two-line hauls, a weighted average of both single-line hauls and interline hauls, and the individual carrier's costs on interline hauls. The cost scales (Tables 1, 2, and 3) are shown by 10-mile blocks up to the 240 miles, 20-mile blocks from 240 to 800 miles, 25-mile blocks from 800 to 1,000 miles, and 100-mile blocks from 1,000 to 2,000 miles.

Table 1 shows the costs for other than minimum-charge shipments 2/ for 10 weight brackets. The figures are stated in cents per 100 pounds. In the computation of these costs minimum-charge shipments were excluded.

Table 2 shows costs for minimum-charge shipments for two weight groups, i.e., 0 to 199, and 200 to 499. The figures are stated in cents per shipment.

Table 3 shows cost scales for small shipments by 50-pound weight brackets up to 300 pounds. These costs were developed for minimum-charge and other than minimum-charge shipments and are equally applicable to any shipment falling within the weight brackets indicated. 3/

1/ The time studies showing the effect of density on platform handling of freight are based on 815 time study observation at 22 terminals of 21 carriers in the Middle Atlantic territory. No time study was conducted in the Central territory.

2/ For example, the costs shown for shipments in the 0-199, 0-4999, and 0-9999 pound weight brackets exclude minimum-charge shipments falling in these weight brackets.

3/ The costs are based on weight using, with minor exceptions, the midpoint of the weight bracket.

Table 4 provides a comparison between the fully distributed costs computed by apportioning the constant expenses on the basis of the out-of-pocket costs and the fully distributed costs computed by apportioning the constant expense on a prorata ton and ton-mile basis. 1/ The comparisons are based on costs which both include and exclude an allowance for profit. The data are shown for such number of weight brackets and mileage blocks as will generally indicate the minimum and maximum effect on the fully distributed costs of the two bases of apportioning the constant costs

Table 5 shows adjustment factors with which to reflect the effect of density on single line costs. Adjustment factors are shown for shipments of 0-4,999, 5,000-9999, 10,000-19,999 and 20,000 pounds and over, for traffic falling within the following density groups(pounds per cubic foot) 0-4.9 pounds;5-9.9 pounds; 10-14.9 pounds; 15-19.9 pounds; 20-29.9 pounds; 30-39.9 pounds; and 40 pounds and over

Table 6 shows the man-minutes per ton and pounds per stop in pick-up and delivery service at shippers' and consignees' and freight forwarders' docks and at connecting carriers' docks by weight brackets (weight per shipment separated between multi-stop pick-up and delivery and single-line pick-up and delivery service.

1/ The constant costs which are independent of distance (taken at 5 and 10 percent respectively, of all expenses independent of the length of haul) are distributed on a prorata ton basis. The constant costs which are related to distance (taken at 5 and 10 percent, respectively, of all expenses related to length of haul) are distributed on prorata ton-mile basis.

Table 7 shows the distribution of the tons of traffic carried by the cost study carriers by weight groups.

Table 8 shows the distribution of the total traffic (tons) carried by the cost study carriers among single-line shipments, interline shipments received, interline shipments delivered and bridge traffic (i.e., shipments received from and delivered to connecting carriers).

Table 9 shows the load factor (ton-miles per vehicle-mile including loaded and empty) on terminal-to-terminal runs by length of haul for all traffic and for the traffic as separated between less-truckload and truckload.

Table 10 shows the average length of haul per ton per carrier for the cost study carriers.

Table 11 shows the territorial average unit costs for pickup and delivery work, platform work and billing and collecting. The data are shown separately for shipments in weight brackets 0 - 199 pounds and larger, excluding minimum charge shipments, and for shipments in the 50-pound weight brackets. The latter apply to minimum charge shipments as well as all other shipments falling within the brackets listed. The figures are based upon the system-wide operations of the 35 cost study carriers. The platform-handling costs reflect the degree to which the traffic in each weight bracket was handled over the carriers' terminal platforms at origin and destination points.

Table 12 shows the unit costs for pickup and delivery work, platform work and billing and collecting in connection with interchange traffic. The data are shown separately for shipments in weight brackets 0 - 199 pounds and larger, excluding minimum charge shipments, and for shipments in the small brackets 0-50 pounds up to and including 300 pounds. The latter apply to minimum charge shipments as well as other shipments. The figures are based upon the operations of the 35 cost study carriers. The costs are first shown in cents per 100 pounds of traffic interchanged. Such costs are used in computing the expense for two-line traffic. The costs are also shown in cents per 100 pounds per mile which results from the distribution of the interchange expenses on a "Ton-mile basis" over all traffic, both single-line and interline combined. These latter costs are used in computing the weighted average cost for single-line and interline traffic.

Table 13 shows the average line-haul cost per hundredweight-mile and per vehicle-mile for peddle trips and terminal-to-terminal trips separated between less-truckload and truckload shipments. For purposes of cost analysis, shipments of under 10,000 pounds are classified as L.T.L. and shipments of 10,000 pounds and over are classified as T.L.

Table 1 - Cost scales for other than minimum charge shipments by type of movement, and for ten weight brackets. 1/

Costs in cents per 100 pounds

Miles	Weight bracket 0 - 199 pounds per shipment			
	Single line (1)	Two-line (2)	Weighted average of single line and interline (3)	Single carrier cost on interline (4)
Term.	91	142	91	71
10	86	137	87	66
20	89	139	90	69
30	93	143	94	72
40	96	147	98	76
50	99	149	101	78
60	101	151	104	80
70	103	153	106	82
80	104	154	108	84
90	106	156	110	85
100	107	158	112	87
110	109	159	114	88
120	110	161	116	90
130	112	162	118	91
140	114	164	121	93
150	115	165	123	95
160	116	166	124	95
170	117	168	126	97
180	119	169	128	98
190	120	171	130	100
200	122	172	132	101
210	122	173	133	102
220	124	174	135	103
230	125	175	137	105
240	127	177	139	106
260	128	179	142	108
280	131	182	145	111
300	134	184	149	114
320	136	186	152	115
340	139	189	156	118
360	140	190	158	120
380	143	193	162	122
400	145	196	166	125
420	147	197	168	127
440	150	200	172	129
460	151	201	174	130

Table 1 - Cost scales for other than minimum charge shipments by type of movement, and for ten weight brackets. 1/ Continued.

Costs in cents per 100 pounds

Miles	Weight bracket 0 - 199 pounds per shipment			
	Single line (1)	Two-line (2)	Weighted average of single line and interline (3)	Single carrier cost on interline (4)
480	154	204	178	133
500	156	206	181	136
520	158	208	184	137
540	161	211	188	140
560	163	213	191	143
580	166	216	195	145
600	168	219	198	148
620	171	221	202	150
640	173	224	206	153
660	176	226	209	155
680	178	229	213	158
700	181	231	216	161
720	184	234	220	163
740	186	236	223	166
760	189	239	227	168
780	191	242	231	171
800	194	244	234	173
825	197	247	239	177
850	200	251	243	180
875	203	254	248	183
900	207	257	252	186
925	210	260	257	189
950	213	263	261	193
975	216	267	265	196
1000	219	270	270	199
1100	232	283	288	212
1200	245	295	306	225
1300	258	308	324	238
1400	271	321	341	250
1500	284	334	359	263
1600	296	347	377	276
1700	309	360	395	289
1800	322	372	413	302
1900	335	385	431	314
2000	348	398	449	327

Table 1 - Cost scales for other than minimum charge shipments by type of movement, and for ten weight brackets. 1/ Continued

Costs in cents per 100 pounds

Miles	Weight bracket 200 - 499 pounds per shipment			
	Single line (1)	Two-line (2)	Weighted average of single line and interline (3)	Single carrier cost on interline (4)
Term.	58	95	58	48
10	53	90	54	43
20	56	93	57	45
30	60	97	61	49
40	63	100	65	53
50	66	103	68	55
60	68	105	70	57
70	70	107	72	59
80	71	108	74	60
90	73	110	76	62
100	74	111	78	64
110	76	113	80	65
120	77	114	82	67
130	79	116	84	68
140	81	118	86	70
150	82	119	88	71
160	83	120	89	72
170	84	121	91	74
180	86	123	93	75
190	87	124	94	77
200	89	126	96	78
210	89	126	97	79
220	91	128	99	80
230	92	129	101	81
240	94	131	103	83
260	95	132	105	85
280	98	135	109	88
300	101	138	113	91
320	103	140	115	92
340	106	143	118	95
360	107	144	121	96
380	110	147	124	99
400	112	149	128	102
420	114	151	130	104
440	117	154	133	106
460	118	155	135	107

Table 1 - Cost scales for other than minimum charge shipments by type of movement, and for ten weight brackets. 1/ Continued.

Costs in cents per 100 pounds

Miles	Weight bracket 200 - 499 pounds per shipment			
	Single line (1)	Two-line (2)	Weighted average of single line and interline (3)	Single carrier cost on interline (4)
480	121	158	139	110
500	123	160	142	112
520	125	162	145	114
540	128	164	148	117
560	130	167	151	119
580	133	170	155	122
600	135	172	158	125
620	138	175	161	127
640	140	177	165	130
660	143	180	168	132
680	145	182	171	135
700	148	185	175	137
720	151	188	178	140
740	153	190	181	142
760	156	193	184	145
780	158	195	188	148
800	161	198	191	150
825	164	201	195	153
850	167	204	199	157
875	170	207	204	160
900	174	211	208	163
925	177	214	212	166
950	180	217	216	169
975	183	220	220	173
1000	186	223	224	176
1100	199	236	241	189
1200	212	249	258	201
1300	225	262	274	214
1400	238	275	291	227
1500	251	288	307	240
1600	263	300	324	253
1700	276	313	341	266
1800	289	326	357	278
1900	302	339	374	291
2000	315	352	390	304

Table 1 - Cost scales for other than minimum charge shipments by type of movement, and for ten weight brackets. 1/ Continued.

Costs in cents per 100 pounds

Miles	Weight bracket 500 - 999 pounds per shipment			
	Single line (1)	Two-line (2)	Weighted average of single line and interline (3)	Single carrier cost on interline (4)
Term.	41	70	41	35
10	37	66	37	31
20	40	69	40	33
30	43	72	44	37
40	47	76	48	41
50	49	78	51	43
60	51	80	53	45
70	53	82	55	47
80	54	83	57	48
90	56	85	59	50
100	57	87	60	51
110	59	88	62	53
120	60	89	64	54
130	62	91	66	56
140	64	93	68	57
150	65	94	70	59
160	66	95	70	60
170	67	96	72	61
180	69	98	74	63
190	70	99	76	64
200	72	101	78	66
210	72	101	78	66
220	74	103	80	68
230	75	104	82	69
240	77	106	84	70
260	78	108	86	72
280	81	110	90	75
300	84	113	93	78
320	86	115	95	80
340	89	118	99	82
360	90	119	101	84
380	93	122	104	87
400	95	125	107	89
420	97	126	110	91
440	100	129	113	94
460	101	130	115	95

Table 1 - Cost scales for other than minimum charge shipments by type of movement, and for ten weight brackets. 1/ Continued.

Costs in cents per 100 pounds

Miles	Weight bracket 500 - 999 pounds per shipment			
	Single line (1)	Two-line (2)	Weighted average of single line and interline (3)	Single carrier cost on interline (4)
480	104	133	118	97
500	106	135	121	100
520	108	137	124	102
540	111	140	127	104
560	113	142	130	107
580	116	145	133	110
600	118	147	136	112
620	121	150	139	115
640	123	152	143	117
660	126	155	146	120
680	129	158	149	122
700	131	160	152	125
720	134	163	155	128
740	136	165	158	130
760	139	168	162	133
780	141	170	165	135
800	144	173	168	138
825	147	176	172	141
850	150	179	176	144
875	154	183	180	147
900	157	186	184	151
925	160	189	188	154
950	163	192	192	157
975	166	195	196	160
1000	170	199	199	164
1100	182	211	215	176
1200	195	224	231	189
1300	208	237	247	202
1400	221	250	263	215
1500	234	263	279	228
1600	247	276	294	241
1700	259	289	310	253
1800	272	301	326	266
1900	285	314	342	279
2000	298	327	358	292

Table 1 - Cost scales for other than minimum charge shipments by type of movement, and for ten weight brackets. 1/ Continued.

Costs in cents per 100 pounds

Miles	Weight bracket 1000 - 1999 pounds per shipment			
	Single line (1)	Two-line (2)	Weighted average of single line and interline (3)	Single carrier cost on interline (4)
Term.	33	57	33	29
10	29	53	29	25
20	32	56	32	28
30	35	60	36	31
40	38	63	39	34
50	41	65	42	37
60	42	67	44	38
70	44	69	46	40
80	46	70	48	42
90	47	72	49	43
100	49	74	51	45
110	50	75	53	46
120	52	76	55	48
130	53	78	57	49
140	55	80	58	51
150	56	81	60	53
160	57	82	61	53
170	59	83	63	55
180	60	85	65	56
190	62	86	66	58
200	63	88	68	59
210	64	88	69	60
220	65	90	70	61
230	66	91	72	62
240	68	93	74	64
260	70	94	76	66
280	73	97	80	69
300	76	100	83	72
320	77	102	85	73
340	80	105	88	76
360	81	106	90	77
380	84	109	94	80
400	87	111	97	83
420	89	113	99	85
440	91	116	102	87
460	92	117	104	88

Table 1 - Cost scales for other than minimum charge shipments by type of movement, and for ten weight brackets. 1/ Continued.

Costs in cents per 100 pounds

Miles	Weight bracket 1000 - 1999 pounds per shipment			
	Single line (1)	Two-line (2)	Weighted average of single line and interline (3)	Single carrier cost on interline (4)
480	95	120	107	91
500	98	122	110	94
520	99	124	112	95
540	102	127	115	98
560	104	129	118	100
580	107	132	122	103
600	111	134	125	106
620	112	137	128	108
640	115	139	131	111
660	117	142	134	113
680	120	145	137	116
700	122	147	140	118
720	125	150	143	121
740	128	152	146	124
760	130	155	149	126
780	133	157	152	129
800	135	160	155	131
825	138	163	159	135
850	142	166	163	138
875	145	170	167	141
900	148	173	171	144
925	151	176	174	147
950	155	179	178	151
975	158	182	182	154
1000	161	186	186	157
1100	174	198	201	170
1200	187	211	217	183
1300	199	224	232	195
1400	212	237	247	208
1500	225	250	263	221
1600	238	263	278	234
1700	251	275	293	247
1800	264	288	309	260
1900	276	301	324	272
2000	289	314	339	285

Table 1 - Cost scales for other than minimum charge shipments by type of movement, and for ten weight brackets. 1/ Continued.

Costs in cents per 100 pounds

Miles	Weight bracket 2000 - 4999 pounds per shipment			
	Single line (1)	Two-line (2)	Weighted average of single line and interline (3)	Single carrier cost on interline (4)
Term.	24	45	24	23
10	22	43	22	20
20	25	46	25	23
30	28	49	28	26
40	31	52	31	29
50	33	54	34	31
60	34	55	35	33
70	36	57	37	34
80	37	58	39	36
90	39	60	41	37
100	40	61	42	39
110	42	63	44	40
120	43	64	46	42
130	45	66	47	43
140	46	67	49	45
150	48	69	51	46
160	49	69	52	47
170	50	71	53	48
180	52	73	55	50
190	53	74	57	52
200	55	76	59	53
210	55	76	59	53
220	56	77	61	55
230	58	79	62	56
240	59	80	64	58
260	61	82	66	60
280	64	85	70	63
300	67	88	73	65
320	69	90	75	67
340	71	92	78	70
360	73	94	80	71
380	76	97	83	74
400	78	99	86	77
420	80	101	88	78
440	83	104	91	81
460	84	105	93	82

Table 1 - Cost scales for other than minimum charge shipments by type of movement, and for ten weight brackets. 1/ Continued.

Costs in cents per 100 pounds

Miles	Weight bracket 2000 - 4999 pounds per shipment			
	Single line (1)	Two-line (2)	Weighted average of single line and interline (3)	Single carrier cost on interline (4)
480	86	107	96	85
500	89	110	99	87
520	91	112	101	89
540	93	114	104	92
560	96	117	107	94
580	98	119	110	97
600	101	122	113	99
620	104	125	116	102
640	106	127	119	105
660	109	130	122	107
680	111	132	125	110
700	114	135	128	112
720	116	137	131	115
740	119	140	134	117
760	122	143	137	120
780	124	145	140	123
800	127	148	142	125
825	130	151	146	128
850	133	154	150	132
875	136	157	154	135
900	140	161	157	138
925	143	164	161	141
950	146	167	165	144
975	149	170	168	148
1000	152	173	172	151
1100	165	186	187	164
1200	178	199	202	176
1300	191	212	216	189
1400	204	225	231	202
1500	217	237	246	215
1600	229	250	261	228
1700	242	263	276	241
1800	255	276	290	253
1900	268	289	305	266
2000	281	302	320	279

Table 1 - Cost scales for other than minimum charge shipments by type of movement, and for ten weight brackets. 1/ Continued.

Costs in cents per 100 pounds

Miles	Weight bracket 0 - 4999 pounds per shipment			
	Single line (1)	Two-line (2)	Weighted average of single line and interline (3)	Single carrier cost on interline (4)
Term.	37	66	37	33
10	34	62	34	29
20	37	65	37	32
30	40	69	41	36
40	43	72	44	39
50	46	74	47	41
60	47	76	49	43
70	49	77	51	45
80	50	79	53	46
90	52	80	55	48
100	54	82	56	49
110	55	83	58	50
120	57	85	60	52
130	58	87	62	54
140	60	88	64	55
150	61	90	65	57
160	62	90	66	57
170	63	92	68	59
180	65	93	70	60
190	67	95	72	62
200	68	96	74	63
210	68	97	74	64
220	70	98	76	65
230	71	100	78	67
240	73	101	79	68
260	75	103	82	70
280	78	106	85	73
300	80	109	89	76
320	82	110	91	77
340	85	113	94	80
360	86	115	96	81
380	89	117	99	84
400	92	120	103	87
420	93	122	105	89
440	96	124	108	91
460	97	126	110	93

Table 1 - Cost scales for other than minimum charge shipments by type of movement, and for ten weight brackets. 1/ Continued.

Costs in cents per 100 pounds

Miles	Weight bracket 0 - 4999 pounds per shipment			
	Single line (1)	Two-line (2)	Weighted average of single line and interline (3)	Single carrier cost on interline (4)
480	100	128	113	95
500	102	131	116	98
520	104	133	118	100
540	107	135	122	102
560	109	138	125	105
580	112	140	128	107
600	114	143	131	110
620	117	145	134	112
640	120	148	137	115
660	122	150	140	118
680	125	153	143	120
700	127	156	146	123
720	130	158	150	125
740	132	161	153	128
760	135	163	156	130
780	138	166	159	133
800	140	168	162	136
825	143	172	166	139
850	147	175	170	142
875	150	178	174	145
900	153	181	178	148
925	156	184	181	152
950	159	188	185	155
975	163	191	189	158
1000	166	194	193	161
1100	179	207	209	174
1200	191	220	224	187
1300	204	233	240	200
1400	217	245	255	213
1500	230	258	271	225
1600	243	271	286	238
1700	256	284	302	251
1800	268	297	318	264
1900	281	310	333	277
2000	294	322	349	290

Table 1 - Cost scales for other than minimum charge shipments by type of movement, and for ten weight brackets. 1/ Continued.

Costs in cents per 100 pounds

Miles	Weight bracket 5000 - 9999 pounds per shipment			
	Single line (1)	Two-line (2)	Weighted average of single line and interline (3)	Single carrier cost on interline (4)
Term.	17	34	17	17
10	17	34	17	17
20	20	37	20	20
30	22	39	23	22
40	24	41	25	24
50	26	43	27	26
60	27	44	28	27
70	29	46	30	29
80	30	47	31	30
90	31	49	33	32
100	33	50	35	33
110	34	51	36	34
120	36	53	38	36
130	37	54	39	38
140	39	56	41	39
150	40	58	43	41
160	41	58	43	41
170	43	60	45	43
180	44	61	47	44
190	46	63	49	46
200	47	64	50	47
210	47	65	51	48
220	49	66	52	49
230	50	68	54	51
240	52	69	56	52
260	54	71	58	54
280	57	74	61	57
300	59	77	64	60
320	61	78	66	61
340	64	81	69	64
360	65	82	71	66
380	68	85	74	68
400	71	88	77	71
420	72	90	79	73
440	75	92	82	75
460	76	93	83	76

Table 1 - Cost scales for other than minimum charge shipments by type of movement, and for ten weight brackets. 1/ Continued.

Costs in cents per 100 pounds

Miles	Weight bracket 5000 - 9999 pounds per shipment			
	Single line (1)	Two-line (2)	Weighted average of single line and interline (3)	Single carrier cost on interline (4)
480	79	96	86	79
500	81	98	89	82
520	83	100	91	83
540	86	103	94	86
560	88	105	97	89
580	91	108	100	91
600	93	111	103	94
620	96	113	105	96
640	99	116	108	99
660	101	118	111	101
680	104	121	114	104
700	106	123	117	106
720	109	126	120	109
740	111	128	123	112
760	114	131	125	114
780	116	134	128	117
800	119	136	131	119
825	122	139	135	122
850	125	142	138	126
875	129	146	142	129
900	132	149	146	132
925	135	152	149	135
950	138	155	153	138
975	141	158	156	142
1000	145	162	160	145
1100	157	174	174	158
1200	170	187	188	170
1300	183	200	203	183
1400	196	213	217	196
1500	209	226	231	209
1600	221	238	246	222
1700	234	251	260	234
1800	247	264	274	247
1900	260	277	289	260
2000	272	290	303	273

Table 1 - Cost scales for other than minimum charge shipments by type of movement, and for ten weight brackets. 1/ Continued.

Costs in cents per 100 pounds

Miles	Weight bracket 0 - 9999 pounds per shipment			
	Single line (1)	Two-line (2)	Weighted average of single line and interline (3)	Single carrier cost on interline (4)
Term.	33	60	33	30
10	30	57	31	27
20	33	60	34	30
30	36	63	37	33
40	39	66	40	36
50	41	68	43	38
60	43	70	45	40
70	45	72	47	42
80	46	73	48	43
90	48	75	50	45
100	49	76	52	46
110	51	78	53	48
120	52	79	55	49
130	54	81	57	51
140	55	82	59	52
150	57	84	61	54
160	58	84	61	54
170	59	86	63	56
180	61	88	65	58
190	62	89	67	59
200	64	91	69	61
210	64	91	69	61
220	65	92	71	62
230	67	94	73	64
240	68	95	74	65
260	70	97	77	67
280	73	100	80	70
300	76	103	83	73
320	78	105	86	75
340	80	107	89	77
360	82	109	91	79
380	85	111	94	81
400	87	114	97	84
420	89	116	99	86
440	92	119	103	89
460	93	120	104	90

Table 1 - Cost scales for other than minimum charge shipments by type of movement, and for ten weight brackets. 1/ Continued.

Costs in cents per 100 pounds

Miles	Weight bracket 0 - 9999 pounds per shipment			
	Single line (1)	Two-line (2)	Weighted average of single line and interline (3)	Single carrier cost on interline (4)
480	95	122	107	92
500	98	125	110	95
520	100	127	113	97
540	102	129	116	99
560	105	132	119	102
580	107	134	122	104
600	110	137	125	107
620	113	140	128	110
640	115	142	131	112
660	118	145	134	115
680	120	147	137	117
700	123	150	140	120
720	125	152	143	122
740	128	155	146	125
760	131	157	149	127
780	133	160	152	130
800	136	163	155	133
825	139	166	159	136
850	142	169	163	139
875	145	172	167	142
900	148	175	171	145
925	152	179	175	149
950	155	182	178	152
975	158	185	182	155
1000	161	188	186	158
1100	174	201	201	171
1200	187	214	217	184
1300	200	227	232	197
1400	213	240	247	210
1500	225	252	263	222
1600	238	265	278	235
1700	251	278	293	248
1800	264	291	308	261
1900	277	304	324	274
2000	290	316	339	286

Table 1 - Cost scales for other than minimum charge shipments by types of movement, and for ten weight brackets. 1/ Continued

Costs in cents per 100 pounds

Miles	Weight bracket 10,000 - 19,999 pounds per shipment			
	Single line (1)	Two-line (2)	Weighted average of single line and interline (3)	Single carrier cost on interline (4)
480	61	73	65	62
500	63	75	67	64
520	65	76	69	65
540	67	78	71	67
560	69	80	73	69
580	71	82	75	71
600	73	84	78	73
620	75	86	80	75
640	77	88	82	77
660	79	91	84	80
680	81	93	86	82
700	83	95	89	84
720	85	97	91	86
740	87	99	93	88
760	90	101	95	90
780	92	103	98	92
800	94	105	100	94
825	96	108	103	97
850	99	110	105	99
875	101	113	108	102
900	104	115	111	105
925	107	118	114	107
950	109	121	117	110
975	112	123	119	112
1000	114	126	122	115
1100	125	136	133	125
1200	135	147	145	136
1300	146	157	156	146
1400	156	167	167	156
1500	166	178	178	167
1600	177	188	189	177
1700	187	199	200	188
1800	198	209	212	198
1900	208	219	223	208
2000	218	230	234	219

Table 1 - Cost scales for other than minimum charge shipments by type of movement, and for ten weight brackets. 1/ Continued.

Costs in cents per 100 pounds

Miles	Weight bracket 10,000 - 19,999 pounds per shipment.			
	Single line (1)	Two-line (2)	Weighted average of single line and interline (3)	Single carrier cost on interline (4)
Term.	11	22	11	11
10	12	24	12	13
20	15	26	15	15
30	17	28	17	17
40	18	29	18	18
50	19	30	19	19
60	20	31	20	20
70	21	33	22	22
80	22	33	22	22
90	23	34	24	23
100	24	36	25	25
110	25	36	26	25
120	26	38	27	27
130	28	39	29	28
140	29	40	30	29
150	30	42	31	31
160	31	42	32	31
170	32	43	33	32
180	33	44	34	34
190	34	46	36	35
200	36	47	37	36
210	36	47	37	36
220	37	48	39	37
230	38	50	40	39
240	39	51	41	40
260	41	52	43	41
280	43	55	45	44
300	46	57	48	46
320	47	58	49	47
340	49	60	52	50
360	50	62	53	51
380	52	64	55	53
400	55	66	58	55
420	56	67	59	57
440	58	70	62	59
460	59	71	63	60

Table 1 - Cost scales for other than minimum charge shipments by type of movement, and for ten weight brackets. 1/ Continued.

Costs in cents per 100 pounds

Miles	Weight bracket 20,000 pounds and over per shipment			
	Single line (1)	Two-line (2)	Weighted average of single line and interline (3)	Single carrier cost on interline (4)
Term.	7	15	7	8
10	9	18	10	10
20	12	20	12	13
30	14	22	14	15
40	15	23	15	15
50	16	24	16	16
60	16	24	17	17
70	18	26	18	18
80	18	26	18	19
90	19	28	20	20
100	21	29	21	21
110	21	30	22	22
120	23	31	23	23
130	24	32	25	25
140	25	33	26	26
150	27	35	27	27
160	27	35	28	28
170	28	36	29	29
180	30	38	30	30
190	31	39	32	31
200	32	40	33	33
210	32	40	33	33
220	33	42	34	34
230	35	43	36	35
240	36	44	37	36
260	37	45	39	38
280	40	48	41	40
300	42	50	43	43
320	43	51	45	44
340	46	54	47	46
360	47	55	48	47
380	49	57	51	49
400	51	59	53	52
420	53	61	55	53
440	55	63	57	55
460	56	64	58	56

Table 1 - Cost scales for other than minimum charge shipments by type of movement, and for ten weight brackets. 1/ Continued.

Costs in cents per 100 pounds

Miles	Weight bracket 20,000 pounds and over per shipment.			
	Single line (1)	Two-line (2)	Weighted average of single line and interline (3)	Single carrier cost on interline (4)
480	58	66	60	58
500	60	68	62	60
520	61	69	63	62
540	63	71	66	64
560	65	73	68	66
580	67	75	70	68
600	69	77	72	70
620	71	80	74	72
640	73	82	76	74
660	76	84	79	76
680	78	86	81	78
700	80	88	83	80
720	82	90	85	82
740	84	92	87	84
760	86	94	90	86
780	88	96	92	89
800	90	98	94	91
825	93	101	97	93
850	95	103	99	96
875	98	106	102	98
900	100	109	105	101
925	103	111	107	104
950	106	114	110	106
975	108	116	113	109
1000	111	119	116	111
1100	121	129	126	122
1200	132	140	137	132
1300	142	150	148	143
1400	152	160	159	153
1500	163	171	170	163
1600	173	181	181	174
1700	183	192	192	184
1800	194	202	202	194
1900	204	212	213	205
2000	215	223	224	215

Table 2 - Cost scales for minimum charge shipments by type of movement and for two weight brackets. 1/

Costs in cents per shipment

Miles	Weight bracket 0 - 199 pounds per shipment			
	Single line (1)	Two-line (2)	Weighted average of single line and interline (3)	Single carrier cost on interline (4)
Term.	115	179	115	89
10	111	174	111	85
20	113	177	115	87
30	117	180	119	91
40	120	183	123	94
50	122	186	126	96
60	124	187	128	98
70	126	189	130	100
80	127	190	132	101
90	129	192	135	103
100	130	194	137	104
110	131	195	139	105
120	133	196	141	107
130	134	198	143	108
140	136	199	145	110
150	137	201	147	111
160	138	201	148	112
170	139	203	151	113
180	141	204	153	115
190	142	205	155	116
200	143	207	157	117
210	144	207	158	118
220	145	208	160	119
230	146	210	162	120
240	148	211	164	122
260	150	213	167	124
280	152	215	171	126
300	155	218	175	129
320	156	220	178	130
340	159	222	182	133
360	160	224	184	134
380	163	226	188	137
400	165	229	192	139
420	167	230	195	141
440	169	233	199	143
460	170	234	201	144

Table 2 - Cost scales for minimum charge shipments by type of movement and for two weight brackets. 1/ Continued.

Costs in cents per shipment

Miles	Weight bracket 0 - 199 pounds per shipment			
	Single line (1)	Two-line (2)	Weighted average of single line and interline (3)	Single carrier cost on interline (4)
480	173	236	205	147
500	175	238	208	149
520	177	240	211	151
540	179	242	215	153
560	181	245	219	155
580	184	247	223	158
600	186	250	226	160
620	189	252	230	163
640	191	254	234	165
660	193	257	237	167
680	196	259	241	170
700	198	261	245	172
720	200	264	248	174
740	203	266	252	177
760	205	268	256	179
780	207	271	260	182
800	210	273	263	184
825	213	276	268	187
850	216	279	272	190
875	219	282	277	193
900	222	285	282	196
925	225	288	286	199
950	228	291	291	202
975	230	294	296	205
1000	233	297	300	208
1100	245	309	319	219
1200	257	320	337	231
1300	269	332	356	243
1400	281	344	374	255
1500	293	356	393	267
1600	304	368	411	278
1700	316	380	430	290
1800	328	391	448	302
1900	340	403	467	314
2000	352	415	485	326

Table 2 - Cost scales for minimum charge shipments by type of movement and for two weight brackets. 1/ Continued.

Costs in cents per shipment

Miles	Weight bracket 200 - 499 pounds per shipment			
	Single line (1)	Two-line (2)	Weighted average of single line and interline (3)	Single carrier cost on interline (4)
Term.	162	258	162	129
10	150	247	151	118
20	157	254	158	124
30	166	263	168	133
40	175	271	177	142
50	181	277	183	148
60	185	282	188	153
70	190	286	193	157
80	193	290	197	160
90	197	294	202	164
100	201	298	206	169
110	204	301	210	172
120	208	305	215	176
130	212	309	219	179
140	216	312	223	183
150	220	316	228	187
160	221	318	230	189
170	225	322	234	192
180	229	325	238	196
190	233	329	242	200
200	236	333	247	204
210	237	334	248	205
220	241	337	252	208
230	244	341	256	212
240	248	344	261	215
260	253	349	266	220
280	260	356	274	227
300	267	363	282	234
320	271	367	287	238
340	278	374	295	245
360	281	378	300	249
380	288	384	308	255
400	295	391	315	262
420	299	395	321	266
440	305	402	328	273
460	308	405	332	276

Table 2 - Cost scales for minimum charge shipments by type of movement and for two weight brackets. 1/ Continued.

Costs in cents per shipment

Miles	Weight bracket 200 - 499 pounds per shipment			
	Single line (1)	Two-line (2)	Weighted average of single line and interline (3)	Single carrier cost on interline (4)
480	315	411	340	282
500	321	417	347	288
520	326	422	353	293
540	332	428	360	299
560	338	435	367	305
580	344	441	375	312
600	351	447	382	318
620	357	453	389	324
640	363	460	397	331
660	370	466	404	337
680	376	472	411	343
700	382	479	419	350
720	389	485	426	356
740	395	491	433	362
760	401	498	441	368
780	407	504	448	375
800	414	510	455	381
825	422	518	464	389
850	430	526	474	397
875	437	534	483	405
900	445	542	492	413
925	453	549	501	420
950	461	557	510	428
975	469	565	519	436
1000	477	573	529	444
1100	508	605	565	476
1200	540	636	602	507
1300	571	668	639	539
1400	603	699	675	570
1500	634	731	712	602
1600	666	762	749	633
1700	697	794	785	664
1800	729	825	822	696
1900	760	857	859	727
2000	792	888	895	759

Table 3 - Cost scales for small shipments by type of movement and for six weight brackets (includes minimum charge and other shipments). 1/ Continued.

Costs in cents per shipment

Miles	Weight bracket 0 - 50 pounds per shipment			
	Single line (1)	Two-line (2)	Weighted average of single line and interline (3)	Single carrier cost on interline (4)
480	129	182	154	103
500	130	183	156	104
520	131	184	158	105
540	132	185	160	106
560	133	186	162	107
580	134	187	164	108
600	135	188	166	109
620	136	189	168	110
640	137	190	170	111
660	138	191	172	112
680	139	192	174	113
700	140	193	176	114
720	141	194	179	115
740	142	195	181	116
760	143	196	183	117
780	144	197	185	118
800	145	198	187	119
825	146	199	189	120
850	147	200	192	121
875	149	201	194	122
900	150	203	197	124
925	151	204	199	125
950	152	205	202	126
975	154	206	205	127
1000	155	208	207	129
1100	160	213	217	134
1200	165	218	227	139
1300	170	223	238	144
1400	175	228	248	149
1500	180	233	258	154
1600	185	237	268	159
1700	190	242	278	164
1800	195	247	289	169
1900	200	252	299	174
2000	205	257	309	179

Table 3 - Cost scales for small shipments by type of movement and for six weight brackets (includes minimum charge and other shipments) 1/

Costs in cents per shipment

Miles	Weight bracket 0 - 50 pounds per shipment			
	Single line (1)	Two-line (2)	Weighted average of single line and interline (3)	Single carrier cost on interline (4)
Term.	105	158	105	79
10	102	155	103	76
20	103	156	104	77
30	105	158	106	79
40	107	159	109	80
50	108	160	110	82
60	109	161	112	82
70	109	162	113	83
80	110	163	114	84
90	111	163	115	84
100	111	164	117	85
110	112	165	118	86
120	112	165	119	86
130	113	166	120	87
140	114	166	121	88
150	114	167	122	88
160	115	167	123	88
170	115	168	124	89
180	116	168	125	90
190	116	169	126	90
200	117	170	127	91
210	117	170	128	91
220	118	170	129	91
230	118	171	130	92
240	119	171	131	93
260	119	172	133	93
280	121	173	135	94
300	122	174	137	96
320	122	175	139	96
340	123	176	141	97
360	124	177	143	98
380	125	178	145	99
400	126	179	147	100
420	127	179	149	101
440	128	181	151	102
460	128	181	152	102

Table 3 - Cost scales for small shipments by type of movement and for six weight brackets (includes minimum charge and other shipments). 1/ Continued.

Costs in cents per shipment

Miles	Weight bracket 51 - 100 pounds per shipment			
	Single line (1)	Two-line (2)	Weighted average of single line and interline (3)	Single carrier cost on interline (4)
480	139	199	167	112
500	140	200	170	113
520	140	201	171	114
540	141	202	174	115
560	142	203	176	116
580	143	204	178	117
600	144	205	180	118
620	146	206	183	119
640	147	207	185	120
660	148	208	187	121
680	149	209	189	122
700	150	210	192	123
720	151	211	194	124
740	152	212	196	125
760	153	213	198	126
780	154	214	200	127
800	155	215	203	128
825	156	216	205	129
850	157	218	208	131
875	159	219	211	132
900	160	220	214	133
925	161	221	217	135
950	163	223	219	136
975	164	224	222	137
1000	165	225	225	138
1100	170	230	236	144
1200	175	236	247	149
1300	181	241	258	154
1400	186	246	270	159
1500	191	251	281	164
1600	196	256	292	169
1700	201	261	303	175
1800	206	267	314	180
1900	212	272	325	185
2000	217	277	336	190

Table 3 - Cost scales for small shipments by type of movement and for six weight brackets (includes minimum charge and other shipments). 1/ Continued.

Costs in cents per shipment

Miles	Weight bracket 51 - 100 pounds per shipment			
	Single line (1)	Two-line (2)	Weighted average of single line and interline (3)	Single carrier cost on interline (4)
Term.	114	174	114	87
10	108	168	109	82
20	109	170	111	83
30	112	172	113	85
40	114	174	117	87
50	116	176	119	89
60	117	177	120	90
70	118	178	122	91
80	118	179	123	92
90	119	179	124	92
100	120	180	126	93
110	120	181	127	94
120	121	181	128	94
130	122	182	130	95
140	122	183	131	96
150	123	183	132	96
160	123	183	133	97
170	124	184	134	97
180	124	185	135	98
190	125	185	136	98
200	126	186	138	99
210	126	186	138	99
220	126	187	140	100
230	127	187	141	100
240	128	188	142	101
260	128	189	144	102
280	130	190	146	103
300	131	191	149	104
320	131	191	150	105
340	132	193	153	106
360	133	193	155	106
380	134	194	157	107
400	135	195	159	109
420	136	196	161	109
440	137	197	163	110
460	138	198	165	111

Table 3 - Cost scales for small shipments by type of movement and for six weight brackets (includes minimum charge and other shipments). 1/ Continued.

Costs in cents per shipment

Miles	Weight bracket 101 - 150 pounds per shipment			
	Single line (1)	Two-line (2)	Weighted average of single line and interline (3)	Single carrier cost on interline (4)
Term.	129	200	129	100
10	123	194	124	94
20	127	198	128	97
30	131	202	133	102
40	136	207	139	107
50	139	210	142	110
60	141	212	146	112
70	144	215	149	114
80	145	216	151	116
90	147	219	154	118
100	150	221	157	120
110	151	222	159	122
120	153	224	162	124
130	155	226	164	126
140	157	228	167	128
150	159	230	170	130
160	160	231	171	131
170	162	233	174	133
180	164	235	176	135
190	166	237	179	136
200	167	239	182	138
210	168	239	183	139
220	170	241	185	141
230	172	243	188	143
240	173	245	190	144
260	176	247	194	147
280	179	250	199	150
300	183	254	204	154
320	185	256	208	156
340	188	260	213	159
360	190	261	216	161
380	194	265	221	165
400	197	268	225	168
420	199	270	229	170
440	203	274	234	173
460	204	275	237	175

Table 3 - Cost scales for small shipments by type of movement and for six weight brackets (includes minimum charge and other shipments). 1/ Continued.

Costs in cents per shipment

Miles	Weight bracket 101 - 150 pounds per shipment			
	Single line (1)	Two-line (2)	Weighted average of single line and interline (3)	Single carrier cost on interline (4)
480	207	278	241	178
500	210	282	246	181
520	213	284	250	184
540	216	287	254	187
560	219	290	259	190
580	222	293	264	193
600	226	297	268	196
620	229	300	273	200
640	232	303	277	203
660	235	306	282	206
680	238	309	287	209
700	242	313	291	213
720	245	316	296	216
740	248	319	301	219
760	251	322	305	222
780	254	326	310	225
800	258	329	314	229
825	262	333	320	233
850	266	337	326	237
875	270	341	332	241
900	274	345	338	245
925	278	349	343	249
950	282	353	349	253
975	286	357	355	257
1000	290	361	361	261
1100	306	377	384	277
1200	322	393	407	293
1300	338	409	430	309
1400	354	425	453	325
1500	370	441	476	341
1600	386	457	500	357
1700	402	473	523	373
1800	418	489	546	389
1900	434	505	569	405
2000	450	521	592	421

Table 3 - Cost scales for small shipments by type of movement and for six weight brackets (includes minimum charge and other shipments). 1/ Continued.

Costs in cents per shipment

Weight bracket 151 - 200 pounds per shipment

Miles	Single line (1)	Two-line (2)	Weighted average of single line and interline (3)	Single carrier cost on interline (4)
Term.	143	226	143	113
10	134	217	135	104
20	139	222	141	109
30	146	229	148	116
40	152	235	155	122
50	156	239	160	126
60	160	243	165	130
70	163	246	169	133
80	165	248	172	135
90	168	251	176	138
100	171	254	179	141
110	173	257	182	144
120	176	259	186	146
130	179	262	190	149
140	182	265	193	152
150	184	268	197	155
160	185	269	199	156
170	188	271	202	158
180	191	274	206	161
190	194	277	209	164
200	196	279	213	166
210	197	280	214	167
220	199	283	218	170
230	202	285	221	172
240	205	288	225	175
260	208	291	229	178
280	213	296	236	183
300	218	301	243	188
320	221	304	247	191
340	225	309	254	196
360	228	311	258	198
380	233	316	265	203
400	238	321	271	208
420	241	324	276	211
440	245	328	282	215
460	247	330	286	217

Table 3 - Cost scales for small shipments by type of movement and for six weight brackets (includes minimum charge and other shipments). 1/ Continued

Costs in cents per shipment

Weight bracket 151 - 200 pounds per shipment

Miles	Single line (1)	Two-line (2)	Weighted average of single line and interline (3)	Single carrier cost on interline (4)
480	252	335	292	222
500	256	340	298	227
520	259	343	303	230
540	264	347	309	234
560	268	352	315	239
580	273	356	321	243
600	277	361	327	248
620	282	365	334	252
640	286	370	340	257
660	291	374	346	261
680	295	379	352	266
700	300	383	358	270
720	304	388	364	275
740	309	392	371	279
760	313	397	377	284
780	318	401	383	288
800	322	406	389	293
825	328	411	397	298
850	334	417	404	304
875	339	422	412	309
900	345	428	420	315
925	350	434	428	321
950	356	439	435	326
975	362	445	443	332
1000	367	451	451	338
1100	390	473	481	360
1200	412	495	512	383
1300	435	518	543	405
1400	457	540	574	427
1500	480	563	605	450
1600	502	585	635	472
1700	525	608	666	495
1800	547	630	697	517
1900	570	653	728	540
2000	592	675	759	562

Table 3 - Cost scales for small shipments by type of movement and for six weight brackets (includes minimum charge and other shipments). 1/ Continued.

Costs in cents per shipment

Miles	Weight bracket 201 - 250 pounds per shipment			
	Single line (1)	Two-line (2)	Weighted average of single line and interline (3)	Single carrier cost on interline (4)
Term.	161	258	161	129
10	150	247	151	118
20	156	253	158	124
30	165	262	168	133
40	173	270	177	141
50	179	276	183	146
60	183	280	189	151
70	187	284	194	155
80	190	287	198	158
90	194	291	203	162
100	198	295	207	166
110	201	298	211	169
120	204	301	216	172
130	208	305	220	176
140	211	308	225	179
150	215	312	230	183
160	216	313	232	184
170	220	317	236	188
180	223	320	241	191
190	227	324	245	195
200	230	327	250	198
210	231	328	251	199
220	234	331	256	202
230	237	335	260	205
240	241	338	264	209
260	245	342	270	213
280	251	348	279	219
300	258	355	287	226
320	261	359	293	229
340	268	365	301	236
360	271	368	306	239
380	277	374	314	245
400	283	380	322	251
420	287	384	328	255
440	293	390	336	261
460	296	393	340	264

Table 3 - Cost scales for small shipments by type of movement and for six weight brackets (includes minimum charge and other shipments). 1/ Continued.

Costs in cents per shipment

Miles	Weight bracket 201 - 250 pounds per shipment			
	Single line (1)	Two-line (2)	Weighted average of single line and interline (3)	Single carrier cost on interline (4)
480	301	399	348	269
500	307	404	356	275
520	311	408	362	279
540	317	414	370	285
560	323	420	377	291
580	329	426	385	297
600	335	432	393	302
620	340	437	401	308
640	346	443	408	314
660	352	449	416	320
680	358	455	424	326
700	363	460	432	331
720	369	466	439	337
740	375	472	447	343
760	381	478	455	349
780	386	484	462	354
800	392	489	470	360
825	399	497	480	367
850	407	504	489	375
875	414	511	499	382
900	421	518	509	389
925	428	525	518	396
950	436	533	528	403
975	443	540	538	411
1000	450	547	547	418
1100	479	576	586	447
1200	508	605	625	476
1300	537	634	663	505
1400	566	663	702	533
1500	594	691	740	562
1600	623	720	779	591
1700	652	749	818	620
1800	681	778	856	649
1900	710	807	895	678
2000	739	836	933	707

Table 3 - Cost scales for small shipments by type of movement and for six weight brackets (includes minimum charge and other shipments). 1/ Continued.

Costs in cents per shipment

Miles	Weight bracket 251 - 300 pounds per shipment			
	Single line (1)	Two-line (2)	Weighted average of single line and interline (3)	Single carrier cost on interline (4)
Term.	175	285	175	142
10	161	271	162	128
20	169	279	171	136
30	179	289	183	147
40	189	299	193	157
50	196	306	201	163
60	201	311	208	169
70	206	316	214	174
80	210	320	219	178
90	215	325	225	182
100	219	329	230	187
110	223	333	235	190
120	227	337	240	195
130	232	341	246	199
140	236	346	251	204
150	240	350	257	208
160	242	352	260	210
170	246	356	265	214
180	250	360	270	218
190	255	364	276	222
200	259	369	281	226
210	260	370	283	227
220	264	374	288	231
230	268	378	293	235
240	272	382	298	239
260	277	387	306	245
280	285	395	316	252
300	293	403	326	260
320	297	407	333	265
340	305	415	342	272
360	309	419	349	276
380	316	426	358	284
400	324	434	368	291
420	329	438	375	296
440	336	446	384	303
460	339	449	390	307

Table 3 - Cost scales for small shipments by type of movement and for six weight brackets (includes minimum charge and other shipments). 1/ Continued.

Costs in cents per shipment

Miles	Weight bracket 251 - 300 pounds per shipment			
	Single line (1)	Two-line (2)	Weighted average of single line and interline (3)	Single carrier cost on interline (4)
480	346	456	399	314
500	353	463	408	321
520	358	468	416	326
540	365	475	425	333
560	372	482	434	340
580	379	489	443	347
600	386	496	453	354
620	394	503	462	361
640	401	510	471	368
660	408	517	481	375
680	415	525	490	382
700	422	532	499	389
720	429	539	508	396
740	436	546	518	403
760	443	553	527	410
780	450	560	536	418
800	457	567	545	425
825	466	576	557	433
850	475	585	569	442
875	484	593	580	451
900	493	602	592	460
925	501	611	603	469
950	510	620	615	478
975	519	629	627	486
1000	528	637	638	495
1100	563	673	684	530
1200	598	708	731	566
1300	633	743	777	601
1400	669	779	823	636
1500	704	814	870	672
1600	739	849	916	707
1700	775	885	962	742
1800	810	920	1009	778
1900	845	955	1055	813
2000	881	990	1101	848

Footnote for Tables 1-3.

1/ The purpose of this table is to show costs based on (1) single-line (local) hauls, (2) two-line hauls, (3) the weighted average of local and joint hauls, and (4) single carrier costs on joint hauls. The description of each of these costs follows in paragraphs (a) to (d) below. Explanations as to the treatment of peddle operations, progressive load factors, circuity, etc., are contained in paragraphs (e) to (k), inclusive.

(a) Single-line (local hauls). Includes platform and PU&D expense incurred at origin and at destination, billing and collecting costs; platform handling costs at intermediate transfer points on line (distributed on a net ton-mile basis) and the line-haul running costs.

(b) Two-line hauls. Includes all costs shown for single-line (local) hauls and in addition thereto the costs for one complete interchange (including the expenses incurred by both carriers party to the interchange). Such cost for a complete interchange includes the platform costs (if any) incurred at interchange point, the cost for a pick-up or delivery (i.e., the transfer of the freight between the carriers' terminals, the costs for which are grouped with and treated as identical to the PU&D costs) and the billing and collecting cost incurred by the receiving carrier.

(c) Weighted average of the local and joint hauls. Includes average costs developed for both single-line and joint hauls combined. All interchange costs are distributed on a net-ton-mile basis. The result reflects the weighted average costs for single-line shipments and interline shipments handled by the cost study carriers.

Note: At any distance the difference in costs between the single-line and the two-line shipments, cols. (1) and (2), consists of the expense for one complete interchange. Hence, at any given distance the number of interchanges included in the weighted average cost for single-line and interline shipments may be computed by dividing the difference between cols. (1) and (3) (using the first weight bracket for illustration) by the difference between cols. (1) and (2). Thus, if at 800 miles the difference between cols. (1) and (2) equals the difference between cols. (1) and (3), the col. (3) costs at this distance include one complete interchange.

(d) Single-carrier costs on interline shipments (assuming the carrier either originates or terminates the shipment). The purpose is to facilitate comparisons between a carrier's costs in handling an interline shipment and

Footnote 1/ for Tables 1-3 Cont.

its division of the revenues from such shipment. The expenses shown differ from the single-line costs in that one terminal cost (consisting of the expense for platform and PU&D work) is eliminated and in lieu thereof there is substituted one-half of the total cost to the participating carriers for the platform and transfer work performed at an interchange point.

The use of one-half of the interchange costs is intended to reflect the average division among all participating carriers of the work and expenses at the interchange points, taking into consideration traffic moving in both directions. Where costs are desired based on other than an equal distribution of the expense for the platform and transfer work performed at the interchange point, they can be computed from the basic data shown in the Cost Formula. See exhibit marked identification B territorial summary sheet 10, section C.

The single-carrier costs on interline shipments assume that the carrier either originated or terminated the shipment. In the event the carrier neither originates nor terminates the traffic (i.e., is a bridge carrier) the costs can be computed from the territorial summary sheets of the cost formula by excluding from the costs shown therein for a single-line shipment all origin and destination terminal costs and in lieu thereof substituting the cost for one complete interchange. Origin and destination terminal costs are shown in the cost formula territorial summary sheet 10, section A. The interchange costs are shown in territorial summary sheet 10, section C.

(c) Elimination of cost for one platform handling on traffic receiving its entire line-haul movement by peddle truck. Traffic which is picked up from or delivered to shippers or consignees by peddle truck and receives its entire line-haul movement by peddle truck, does not receive a carrier terminal platform handling at such point of pick up or delivery. Hence, the cost for one terminal platform handling is eliminated on traffic which receives its line-haul movement wholly by peddle truck. No deduction is made on traffic receiving its line-haul movement on terminal-to-terminal truck trips or a combination of the terminal-to-terminal trips and peddle trips. Such traffic will normally receive two carrier terminal platform handlings, one at the origin assembly terminal, and one at the destination assembly terminal.

The elimination of origin and destination platform handlings below the normal figure of two is based on the percentage distribution by mileage blocks of the

Footnote 1/ for Tables 1-3 Cont.

traffic between that receiving its entire line-haul movement by peddle trips and all other. Such distribution is provided for in the cost formula, territorial summary sheet 10, lines 103 and 104 (see exhibit marked identification "B"). The number of carrier terminal platform handlings per shipment at origin and destination was as follows:

0 - 10 miles 1.04 ; 11 - 20 miles 1.06 ; 21 - 30 miles 1.28 ;
31 - 40 miles 1.58 ; 41 - 50 miles 1.73 ; 51 - 75 miles 1.85 ;
76 -100 miles 1.95 ; 101 miles and over 2.00 .

(f) Progressive load factor. Unit costs are shown in territorial summary sheet 10, based on both the average load factor and the progressive load factor, the latter being the increased loads (ton-miles per vehicle-mile) experienced on the longer hauls. (See exhibit marked identification B , territorial summary sheet 10, footnote 16.) Costs shown in the cost scales allow for such progressive load factor. For load factors used see (g) below.

(g) Separation of line-haul terminal-to-terminal load factor between less-truckload and truckload traffic. Where the round-trip operations of the test carriers are separable between less-truckload and truckload traffic, the load factors (ton-miles per vehicle-mile) have been similarly separated between LTL and TL traffic. Where the operations were not separable, i.e., LTL is hauled in one direction and TL in the reverse direction, the round-trip operation has been treated as a joint cost and the round-trip average load factor applied to both kinds of traffic. No segregation of the load factor was made in the peddle trip service. Load factor (round trip) computed for peddle trips was 4.45. Load factors (tons) computed for terminal-to-terminal trips (round trip) at representative distances are as follows:

Miles	LTL	TL	Miles	LTL	TL
10	6.89	8.26	300	8.83	10.59
50	7.42	8.89	400	9.36	11.22
100	7.78	9.32	500	9.81	11.75
200	8.31	9.96	600	9.81	11.75

* Subject to a minimum for any given weight bracket of 50 percent of the weight at the midpoint of such bracket.

Footnote 1/ for Tables 1-3 Cont.

(h) Costs for peddle operation. On short hauls part of the traffic receives its line-haul transportation exclusively on peddle trucks. On long hauls a portion of the traffic, even though transported on terminal-to-terminal trips, nevertheless receives its initial or final movement by peddle trucks. The cost scales reflect for each length of haul the distance the shipment was hauled in peddle trucks and the distance hauled in terminal-to-terminal vehicle. (See exhibit marked identification B , territorial summary sheet 10, lines 103-110.)

(i) Adjustment for circuity. The costs shown in these cost scales are based on actual road-miles of haul. If costs are desired in terms of short-line or rate-making miles, first increase such miles for percent or circuity used, and then read costs directly from the scales for the resultant miles. For example, if costs are desired for a 100-mile haul based on short-line or rate-making miles, and the average circuity is 3 percent, read off, or interpolate, from the scales the costs for 103 miles.

(j) Treatment of density. The costs shown in the scales reflect the average density of the traffic hauled by the test carriers. The costs for any density other than the average can be computed by multiplying the costs shown in the cost scales by the adjustment factors provided herein.

(k) Terminal costs shown separately in cost scales. The terminal costs (designated as Term. on the first line of the Cost Scales) are shown separately as a matter of information. They include all expenses which, in the formula, are treated as independent of distance. On single-line (local) hauls they include the following: pick-up and delivery at both origin and destination, platform handling at both origin and destination, and the billing and collecting cost. They exclude the line-haul running costs and the cost for platform handlings at intermediate transfer points on line (the latter being treated as proportional to distance and apportioned on a net-ton-mile basis). On two-line hauls they include in addition to the terminal costs listed above, the terminal costs incurred at interchange point by both carriers party to the interchange. On the weighted average cost for single-line and interline hauls, they include only the origin and destination terminal costs. The costs at interchange point are here excluded, as they are treated as proportional to distance and apportioned on a net-ton-mile basis. On

Footnote 1/ for Tables 1-3 Cont.

single-carrier costs for interline hauls they include the terminal cost at origin or destination (but not both) plus one-half the terminal cost for an interchange. Except on very short hauls (where one platform handling, or a fraction thereof, has been eliminated, see paragraph (c)), the expenses treated as proportional to distance can be obtained by subtracting the terminal expenses from the total expenses. The terminal costs may exceed the total costs (line and terminal) shown in the cost scales for very short distances, for the reason that the costs shown for the first few mileages in the scale may exclude one platform handling or some part thereof (see paragraph (c)).

Table 4. - Comparison of fully distributed cost with constant expenses distributed on basis of out-of-pocket cost versus constant expenses distributed on a ton and ton-mile basis - Weighted average of single-line and interline.

Central Territory

Miles	Fully distributed cost (cents per 100 lbs.)					
	Five percent of expenses considered constant - excluding allowance for profit			Ten percent of expenses considered constant - excluding allowance for profit		
	Distributed on out-of-pocket basis	Distributed on ton and ton-mile basis	Ratio percent Col. 3 ÷ Col. 2	Distributed on out-of-pocket basis	Distributed on ton and ton-mile basis	Ratio percent Col. 6 ÷ Col. 5
(1)	(2)	(3)	(4)	(5)	(6)	(7)
	0 - 199 Pound Weight Bracket Excluding Minimums					
100	112	109	97	112	105	94
300	149	145	97	149	142	95
500	181	177	98	181	174	96
1000	270	266	99	270	261	97
1500	359	354	99	359	350	97
	500 - 999 Pound Weight Bracket					
100	60	59	98	60	58	97
300	93	92	99	93	91	98
500	121	120	99	121	119	98
1000	199	198	99	199	197	99
1500	279	278	100	279	277	99
	20,000 Pounds and Over Weight Bracket					
100	21	22	105	21	23	109
300	43	45	105	43	46	107
500	62	64	103	62	66	106
1000	116	119	103	116	122	105
1500	170	174	102	170	179	105

Table 4. - Comparison of fully distributed cost with consta. ; expenses distributed on basis of out-of-pocket cost versus constant expenses distributed on a ton and ton-mile basis - Weighted average of single-line and interline - Cont.

Central Territory

Miles	Fully distributed cost (cents per 100 lbs.)					
	Five percent of expenses considered constant - including allowance for profit based on an oper.ratio of 95%			Ten percent of expenses considered constant - including allowance for profit based on an oper.ratio of 95%		
	Distributed on out-of-pocket basis	Distributed on ton and ton-mile basis	Ratio percent col. 3 ÷ col. 2	Distributed on out-of-pocket basis	Distributed on ton and ton-mile basis	Ratio percent col. 6 ÷ col. 5
(1)	(2)	(3)	(4)	(5)	(6)	(7)
	0 - 199 Pound Weight Bracket (Excluding Minimums)					
100	118	111	94	118	107	91
300	157	149	95	157	146	93
500	191	183	96	191	179	94
1000	284	275	97	284	271	95
1500	378	368	97	378	363	96
	500 - 999 Pound Weight Bracket					
100	63	62	98	63	60	95
300	98	96	98	98	95	97
500	127	126	99	127	125	98
1000	209	208	100	209	207	99
1500	294	292	100	294	291	99
	20,000 Pounds and over Weight Bracket					
100	22	25	114	22	26	118
300	45	49	109	45	50	111
500	65	70	108	65	72	111
1000	122	129	106	122	132	108
1500	179	188	105	179	193	108

Table No. 5 - Adjustment Factors to Reflect Effect of Density on Single-Line Costs for Shipments of 0 - 4,999 pounds, 5,000-9,999 pounds, 10,000-19,999 pounds and 20,000 pounds and Over 1/

(50 percent of Running Costs (PU&D and Line-Haul) Treated as Variable with Density)

Line No.	Length of haul (miles)	Item of cost (Term. costs except as indicated, incl. orig. and dest.)	Cost-All density groups Cents per 100 pounds	Density groups (Pounds per cubic foot) 0 - 4.9 pounds: Cost Cents per 100 pounds	0 - 4.9 pounds: Adjustment factor percent Col. 4 ÷ col.3	5 - 9.9 pounds: Cost Cents per 100 pounds	5 - 9.9 pounds: Adjustment factor percent Col. 6 ÷ col.3	10 - 14.9 pounds: Cost Cents per 100 pounds	10 - 14.9 pounds: Adjustment factor percent Col. 8 ÷ col.3	15 - 19.9 pounds: Cost Cents per 100 pounds	15 - 19.9 pounds: Adjustment factor percent Col.10 ÷ col.3	20 - 29.9 pounds: Cost Cents per 100 pounds	20 - 29.9 pounds: Adjustment factor percent Col.12 ÷ col.3	30 - 39.9 pounds: Cost Cents per 100 pounds	30 - 39.9 pounds: Adjustment factor percent Col. 14 ÷ col.3	40 pounds and over: Cost Cents per 100 pounds	40 pounds and over: Adjustment factor percent Col.16 ÷ col.3
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
		Weight bracket 0 - 4,999 pounds per shipment															
1		PU&D, running	11.5	17.4	151	13.5	117	12.0	104	11.4	99	11.3	98	11.3	98	11.3	98
2		PU&D at stop	9.5	11.3	119	10.8	114	10.2	107	9.9	104	9.5	100	9.2	97	8.8	93
3		Term. platform	13.2	24.9	189	20.8	158	17.5	133	15.3	116	13.2	100	11.4	86	9.5	72
4		Billing and collecting	3.3	3.3	100	3.3	100	3.3	100	3.3	100	3.3	100	3.3	100	3.3	100
5		Total, orig. and dest.	37.5	56.9	152	48.4	129	43.0	115	39.9	106	37.3	99	35.2	94	32.9	88
6	50	Line-haul, running	9.6	26.2	273	15.7	164	11.3	118	9.5	99	8.9	93	8.9	93	8.9	93
7		Intermediate Plat. exp.	0.3	0.6	200	0.5	167	0.4	133	0.4	133	0.3	100	0.3	100	0.2	67
8		Total (Lines 5,6,7) 2/	45.6	80.4	176	61.8	136	52.4	115	47.8	105	44.7	98	42.9	94	40.8	89
9	100	Line-haul, running	16.0	43.7	273	26.1	163	18.9	118	15.8	99	14.8	93	14.8	93	14.8	93
10		Intermediate Plat. exp.	0.7	1.2	171	1.0	143	0.9	129	0.8	114	0.7	100	0.6	86	0.5	71
11		Total, (Lines 5,9,10) 2/	53.9	101.3	188	75.0	139	62.5	116	56.2	104	52.5	97	50.3	93	48.1	89
12	300	Line-haul, running	40.9	112.0	274	66.9	164	48.3	118	40.3	99	37.9	93	37.9	93	37.9	93
13		Intermediate Plat. exp.	2.0	3.7	185	3.1	155	2.6	130	2.3	115	2.0	100	1.7	85	1.4	70
14		Total (Lines 5,12,13)	80.4	172.6	215	118.4	147	93.9	117	82.5	103	77.2	96	74.8	93	72.2	90
15	500	Line-haul, running	61.6	168.5	274	100.8	164	72.7	118	60.7	99	57.0	93	57.0	93	57.0	93
16		Intermediate Plat. exp.	3.3	6.2	188	5.1	155	4.3	130	3.8	115	3.3	100	2.8	85	2.4	73
17		Total (Lines 5,15,16)	102.4	231.7	226	154.3	151	120.0	117	104.4	102	97.6	95	95.0	93	92.3	90
18	1,000	Line-haul, running	121.8	333.0	273	199.1	163	143.7	118	120.0	99	112.7	93	112.7	93	112.7	93
19		Intermediate Plat. exp.	6.6	12.3	186	10.3	156	8.7	132	7.6	115	6.6	100	5.6	85	4.7	71
20		Total (Lines 5,18,19)	165.9	402.2	242	257.8	155	195.4	118	167.5	101	156.6	94	153.5	93	150.3	91
21	1,500	Line-haul, running	182.6	499.5	274	298.6	164	215.5	118	179.9	99	168.9	92	168.9	92	168.9	92
22		Intermediate Plat. exp.	9.8	18.5	189	15.4	157	13.0	133	11.4	116	9.8	100	8.4	86	7.1	72
23		Total (Lines 5,21,22)	229.9	574.9	250	362.4	158	271.5	118	231.2	101	216.0	94	212.5	92	208.9	91

1/ Data are shown for low density groups, such as, 0-4.9 pounds per cubic foot coupled with large shipments of 10,000-20,000 pounds, although these represent loading conditions which would be seldom, if ever, met in actual practice except where special rigs are constructed. Also, figures are shown for truckload lots based on the reduced effect of density on running costs, although there normally would be little opportunity for truckload lots of bulky freight to benefit from mixtures with other traffic. As it is difficult, however, to draw a sharp line of demarcation covering all possible circumstances, the figures are shown for all combinations of density groups and weight brackets. Figures in weight bracket 0-4,999 pounds exclude minimum charge shipments.

2/ Includes 1.73 platform handling on 50-mile haul and 1.95 handling on 100-mile haul.

Table No. 5 - Adjustment Factors to Reflect Effect of Density on Single-Line Costs for Shipments of 0 - 4,999 pounds, 5,000-9,999 pounds, 10,000-19,999 pounds and 20,000 pounds and Over 1/

(50 percent of Running Costs (PU&D and Line-Haul) Treated as Variable with Density)

Line No.	Length of haul (miles) (1)	Item of cost (Term. costs except as indicated, incl. orig. and dest.) (2)	Cost- All density groups Cents per 100 pounds (3)	Density groups (Pounds per cubic foot) 0 - 4.9 pounds: Cost Cents per 100 pounds (4)	Adjustment factor percent Col. 4 ÷ col.3 (5)	5 - 9.9 pounds: Cost Cents per 100 pounds (6)	Adjustment factor percent Col. 6 ÷ col.3 (7)	10 - 14.9 pounds: Cost Cents per 100 pounds (8)	Adjustment factor percent Col. 8 ÷ col.3 (9)	15 - 19.9 pounds: Cost Cents per 100 pounds (10)	Adjustment factor percent Col.10 ÷ col.3 (11)	20 - 29.9 pounds: Cost Cents per 100 pounds (12)	Adjustment factor percent Col.12 ÷ col.3 (13)	30 - 39.9 pounds: Cost Cents per 100 pounds (14)	Adjustment factor percent Col.14 ÷ col.3 (15)	40 pounds and over: Cost Cents per 100 pounds (16)	Adjustment factor percent Col.16 ÷ col.3 (17)
		Weight bracket 5,000 - 9,999 pounds per shipment															
1		PU&D, running	5.5	12.2	222	7.8	142	6.0	109	5.4	98	5.3	96	5.3	96	5.3	96
2		PU&D at stop	5.5	7.6	138	7.0	127	6.3	115	5.9	107	5.5	100	5.1	93	4.7	85
3		Term. platform	5.3	9.9	187	8.3	157	7.0	132	6.1	115	5.3	100	4.5	85	3.8	72
4		Billing and collecting	.4	.4	100	.4	100	.4	100	.4	100	.4	100	.4	100	.4	100
5		Total, orig. and dest.	16.7	30.1	180	23.5	141	19.7	118	17.8	107	16.5	99	15.3	92	14.2	85
6	50	Line-haul, running	9.6	26.2	273	15.7	164	11.3	118	9.5	99	8.9	93	8.9	93	8.9	93
7		Intermediate Plat. exp.....	.3	.6	200	.5	167	.4	133	.4	133	.3	100	.3	100	.2	67
8		Total (Lines, 5,6,7) 2/	25.9	55.6	215	38.6	149	30.5	118	26.9	104	25.0	97	23.9	92	22.8	88
9	100	Line-haul, running	16.0	43.7	273	26.1	163	18.9	118	15.8	99	14.8	93	14.8	93	14.8	93
10		Intermediate Plat. exp.	.6	1.2	200	1.0	167	.8	133	.7	117	.6	100	.5	83	.4	67
11		Total (Lines 5,9,10) 2/	33.2	74.8	225	50.4	152	39.2	118	34.1	103	31.8	96	30.5	92	29.3	88
12	300	Line-haul, running	40.9	112.0	274	66.9	164	48.3	118	40.3	99	37.9	93	37.9	93	37.9	93
13		Intermediate Plat. exp.	1.9	3.5	184	2.9	153	2.4	126	2.1	111	1.9	100	1.6	84	1.3	68
14		Total (Lines 5,12,13)	59.5	145.6	245	93.3	157	70.4	118	60.2	101	56.3	95	54.8	92	53.4	90
15	500	Line-haul, running	61.6	168.6	274	100.8	164	72.7	118	60.7	99	57.0	93	57.0	93	57.0	93
16		Intermediate Plat. exp.	3.1	5.8	187	4.8	155	4.1	132	3.6	116	3.1	100	2.7	87	2.2	71
17		Total (Lines 5,15,16)	81.4	204.5	251	129.1	159	96.5	119	82.1	101	76.6	94	75.0	92	73.4	90
18	1,000	Line-haul, running	121.8	333.0	273	199.1	163	143.7	118	120.0	99	112.7	93	112.7	93	112.7	93
19		Intermediate Plat. exp.	6.2	11.6	187	9.7	156	8.1	131	7.2	116	6.2	100	5.3	85	4.4	71
20		Total (Lines 5,18,19)	144.7	374.7	259	232.3	161	171.5	119	145.0	100	135.4	94	133.3	92	131.3	91
21	1,500	Line-haul, running	182.6	499.5	274	298.6	164	215.5	118	179.9	99	168.9	92	168.9	92	168.9	92
22		Intermediate Plat. exp.	9.3	17.4	187	14.5	156	12.2	131	10.7	115	9.3	100	8.0	86	6.7	72
23		Total (Lines 5,21,22)	208.6	547.0	262	336.6	161	247.4	119	208.4	100	194.7	93	192.2	92	189.8	91

See page 59 for footnotes

Table 5 - Adjustment Factors to Reflect Effect of Density on Single-Line Costs for Shipments of 0-4,999 pounds, 5,000-9,999 pounds, 10,000-19,999 pounds and 20,000 pounds and Over. 1/

(50 percent of Running Costs (PU&D and Line-Haul) Treated as Variable with Density)

Line No.	Length of haul (miles)	Item of cost (Term. costs except as indicated, incl. orig. and destination.)	Cost- All density groups Cents per 100 pounds	Density groups (Pounds per cubic foot) 0 - 4.9 pounds		5 - 9.9 pounds		10 - 14.9 pounds		15 - 19.9 pounds		20 - 29.9 pounds		30 - 39.9 pounds		40 pounds and over	
				Cost Cents per 100 pounds	Adjustment factor percent Col. 4 ÷ col. 3	Cost Cents per 100 pounds	Adjustment factor percent Col. 6 ÷ col. 3	Cost Cents per 100 pounds	Adjustment factor percent Col. 8 ÷ col. 3	Cost Cents per 100 pounds	Adjustment factor percent Col. 10 ÷ col. 3	Cost Cents per 100 pounds	Adjustment factor percent Col. 12 ÷ col. 3	Cost Cents per 100 pounds	Adjustment factor percent Col. 14 ÷ col. 3	Cost Cents per 100 pounds	Adjustment factor percent Col. 16 ÷ col. 3
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
		Weight Bracket 10,000-19,999 Pounds Per Shipment															
1		PU&D running.....	4.2	10.8	257	6.6	157	4.9	117	4.2	100	4.0	95	4.0	95	4.0	95
2		PU&D at stop.....	4.4	6.6	150	6.0	136	5.2	118	4.8	109	4.3	98	3.9	89	3.4	77
3		Term. platform.....	1.8	3.4	189	2.8	156	2.4	133	2.1	117	1.8	100	1.5	83	1.3	72
4		Billing and collecting.....	.2	.2	100	.2	100	.2	100	.2	100	.2	100	.2	100	.2	100
5		Total, orig. and dest.....	10.6	21.0	198	15.6	147	12.7	120	11.3	107	10.3	97	9.6	91	8.9	84
6	50	Line-haul, running.....	8.6	23.5	273	14.1	164	10.2	119	8.5	99	8.0	93	8.0	93	8.0	93
7		Intermediate Plat. exp.....	.1	.2	200	.2	200	.2	200	.1	100	.1	100	.1	100	.1	100
8		Total (Lines 5,6,7) 2/	19.1	44.2	231	29.5	154	22.8	119	19.7	103	18.2	95	17.6	92	16.9	88
9	100	Line-haul, running.....	13.5	37.0	274	22.1	164	16.0	119	13.3	99	12.5	93	12.5	93	12.5	93
10		Intermediate Plat. exp.....	.2	.4	200	.4	200	.3	150	.3	150	.2	100	.2	100	.2	100
11		Total (Lines 5,9,10) 2/.....	24.3	58.3	240	38.0	157	28.9	119	24.9	102	23.0	95	22.3	92	21.6	89
12	300	Line-haul, running.....	34.3	93.8	273	56.1	164	40.5	118	33.8	99	31.8	93	31.8	93	31.8	93
13		Intermediate Plat. exp.....	.7	1.3	186	1.1	157	.9	129	.8	114	.7	100	.6	86	.5	71
14		Total (Lines 5,12,13).....	45.6	116.1	255	72.8	160	54.1	119	45.9	101	42.8	94	42.0	92	41.2	90
15	500	Line-haul, running.....	51.6	141.2	274	84.4	164	60.9	118	50.9	99	47.8	93	47.8	93	47.8	93
16		Intermediate Plat. exp.....	1.2	2.2	183	1.9	158	1.6	133	1.4	117	1.2	100	1.0	83	.9	75
17		Total (Lines 5,15,16).....	63.4	164.4	259	101.9	161	75.2	119	63.6	100	59.3	94	58.4	92	57.6	91
18	1,000	Line-haul, running.....	101.6	277.8	273	166.1	163	119.9	118	100.1	99	94.0	93	94.0	93	94.0	93
19		Intermediate Plat. exp.....	2.4	4.5	188	3.7	154	3.1	129	2.8	117	2.4	100	2.1	88	1.7	71
20		Total (Lines 5,18,19).....	114.6	303.3	265	185.4	162	135.7	118	114.2	100	106.7	93	105.7	92	104.6	91
21	1,500	Line-haul, running.....	152.3	416.7	274	249.1	164	179.8	118	150.1	99	140.9	93	140.9	93	140.9	93
22		Intermediate Plat. exp.....	3.6	6.7	186	5.6	156	4.7	131	4.1	114	3.6	100	3.1	86	2.6	72
23		Total (Lines 5,21,22).....	166.5	444.4	267	270.3	162	197.2	118	165.5	99	154.8	93	153.6	92	152.4	92

See page 59 for footnotes

Table No. 5 - Adjustment Factors to Reflect Effect of Density on Single-Line Costs for Shipments of 0 - 4,999 pounds, 5,000-9.999 pounds, 10,000-19.999 pounds and 20,000 pounds and Over 1/

(50 Percent of Running (PU&D and Line-Haul) Treated as Variable with Density)

Line No.	Length of haul (miles)	Item of cost (Term. costs except as indicated, incl. orig. and dest.)	Cost-All density groups Cents per 100 pounds	Density groups (Pounds per cubic foot) 0 - 4.9 pounds: Cost Cents per 100 pounds	Adjustment factor percent Col. 4 ÷ col.3	5 - 9.9 pounds: Cost Cents per 100 pounds	Adjustment factor percent Col. 6 ÷ col.3	10 - 14.9 pounds: Cost Cents per 100 pounds	Adjustment factor percent Col. 8 ÷ col.3	15 - 19.9 pounds: Cost Cents per 100 pounds	Adjustment factor percent Col.10 ÷ col.3	20 - 29.9 pounds: Cost Cents per 100 pounds	Adjustment factor percent Col.12 ÷ col.3	30 - 39.9 pounds: Cost Cents per 100 pounds	Adjustment factor percent Col.14 ÷ col.3	40 pounds and over: Cost Cents per 100 pounds	Adjustment factor percent Col.16 ÷ col.3
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
		Weight bracket 20,000 pounds and Over per Shipment															
1		PU&D, running	3.3	8.6	261	5.2	158	3.9	118	3.3	100	3.1	94	3.1	94	3.1	94
2		PU&D at stop	3.1	5.5	177	4.8	155	4.0	129	3.6	116	3.1	100	2.7	87	2.3	74
3		Term. platform	.5	1.0	200	.8	160	.7	140	.6	120	.5	100	.5	100	.4	80
4		Billing and collecting	.1	.1	100	.1	100	.1	100	.1	100	.1	100	.1	100	.1	100
5		Total, orig. and dest.	7.0	15.2	217	10.9	156	8.7	124	7.6	109	6.8	97	6.4	91	5.9	84
6	50	Line-haul, running	8.6	21.3	248	13.0	151	9.5	110	8.0	93	7.6	88	7.6	88	7.6	88
7		Intermediate Plat. exp.	.1	.2	200	.2	200	.1	100	.1	100	.1	100	.1	100	.1	100
8		Total (Lines 5,6,7) 2/	15.6	36.6	235	24.0	154	18.2	117	15.6	100	14.4	92	14.0	90	13.5	87
9	100	Line-haul, running	13.5	37.0	274	22.1	164	16.0	119	13.3	99	12.5	93	12.5	93	12.5	93
10		Intermediate Plat. exp.	.2	.4	200	.3	150	.3	150	.3	150	.2	100	.2	100	.2	100
11		Total (Lines 5,9,10) 2/	20.7	52.6	254	33.3	161	25.0	121	21.2	102	19.5	94	19.1	92	18.6	90
12	300	Line-haul, running	34.3	93.8	273	56.1	164	40.5	118	33.8	99	31.8	93	31.8	93	31.8	93
13		Intermediate Plat. exp.	.7	1.2	171	1.0	143	.9	129	.8	114	.7	100	.6	86	.5	71
14		Total (Lines 5,12,13)	42.0	110.2	262	68.0	162	50.1	119	42.2	100	39.3	94	38.8	92	38.2	91
15	500	Line-haul, running	51.6	141.2	274	84.4	164	60.9	118	50.9	99	47.8	93	47.8	93	47.8	93
16		Intermediate Plat. exp.	1.1	2.1	191	1.7	155	1.5	136	1.3	118	1.1	100	1.0	91	.8	73
17		Total (Lines 5,15,16)	59.7	158.5	265	97.0	162	71.1	119	59.8	100	55.7	93	55.2	92	54.5	91
18	1,000	Line-haul, running	101.6	277.8	273	166.1	163	119.9	118	100.1	99	94.0	93	94.0	93	94.0	93
19		Intermediate Plat. exp.	2.2	4.2	191	3.5	159	2.9	132	2.6	118	2.2	100	1.9	86	1.6	73
20		Total (Lines 5,18,19)	110.8	297.2	268	180.5	163	131.5	119	110.3	100	103.0	93	102.3	92	101.5	92
21	1,500	Line-haul, running	152.4	416.7	273	249.1	163	179.8	118	150.1	98	141.0	93	141.0	93	141.0	93
22		Intermediate Plat. exp.	3.3	6.2	188	5.2	158	4.4	133	3.8	115	3.3	100	2.9	88	2.4	73
23		Total (Lines 5,21,22)	162.7	438.1	269	265.2	163	192.9	119	161.5	99	151.1	93	150.3	92	149.3	92

See page 59 for footnotes

Table No. 5 - Adjustment Factors to Reflect Effect of Density on Single-Line Costs for Shipments of 0 - 4,999 pounds, 5,000-9,999 pounds, 10,000-19,999 pounds and 20,000 pounds and Over 1/

(100 Percent of Running Costs (PU&D and Line-Haul) Treated as Variable with Density)

Line No.	Length of haul (miles)	Item of cost (Term. costs except as indicated, incl. orig. and dest.)	Cost- All density groups Cents per 100 pounds	Density groups (Pounds per cubic foot) 0 - 4.9 pounds		5 - 9.9 pounds		10 - 14.9 pounds		15 - 19.9 pounds		20 - 29.9 pounds		30 - 39.9 pounds		40 pounds and over	
				Cost Cents per 100 pounds	Adjustment factor percent Col. 4 ÷ col.3	Cost Cents per 100 pounds	Adjustment factor percent Col. 6 ÷ col.3	Cost Cents per 100 pounds	Adjustment factor percent Col. 8 ÷ col.3	Cost Cents per 100 pounds	Adjustment factor percent Col.10 ÷ col.3	Cost Cents per 100 pounds	Adjustment factor percent Col.12 ÷ col.3	Cost Cents per 100 pounds	Adjustment factor percent Col.14 ÷ col.3	Cost Cents per 100 pounds	Adjustment factor percent Col. 16 ÷ col.3
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
		Weight bracket 0 - 4,999 pounds per shipment															
1		PU&D, running	11.5	23.2	202	15.5	135	12.4	108	11.2	97	11.1	97	11.1	97	11.1	97
2		PU&D at stop	9.5	11.3	119	10.8	114	10.2	107	9.9	104	9.5	100	9.2	97	8.8	93
3		Term. platform	13.2	24.9	189	20.8	158	17.5	133	15.3	116	13.2	100	11.4	86	9.5	72
4		Billing and collecting	3.3	3.3	100	3.3	100	3.3	100	3.3	100	3.3	100	3.3	100	3.3	100
5		Total, orig. and dest.	37.5	62.7	167	50.4	134	43.4	116	39.7	106	37.1	99	35.0	93	32.7	87
6	50	Line-haul, running	9.6	42.7	445	21.7	226	13.0	135	9.3	97	8.1	84	8.1	84	8.1	84
7		Intermediate Plat. exp.	0.3	0.6	200	0.5	167	0.4	133	0.4	133	0.3	100	0.3	100	0.2	67
8		Total (Lines 5,6,7) 2/	45.6	102.7	225	69.8	153	54.5	120	47.4	104	43.7	96	41.9	92	39.8	87
9	100	Line-haul, running	16.0	71.3	446	36.2	226	21.7	136	15.5	97	13.6	85	13.6	85	13.6	85
10		Intermediate Plat. exp.	0.7	1.2	171	1.0	143	0.9	129	0.8	114	0.7	100	0.6	86	0.5	71
11		Total (Lines 5,9,10) 2/	53.9	134.6	250	87.1	162	65.7	122	55.7	103	51.1	95	48.9	91	46.7	87
12	300	Line-haul, running	40.9	183.0	447	92.9	227	55.7	136	39.7	97	34.8	85	34.8	85	34.8	85
13		Intermediate Plate exp.	2.0	3.7	185	3.1	155	2.6	130	2.3	115	2.0	100	1.7	85	1.4	70
14		Total (Lines 5,12,13)	80.4	249.4	310	146.4	182	101.7	126	81.7	102	73.9	92	71.5	89	68.9	86
15	500	Line-haul, running	61.6	275.5	447	139.9	227	83.8	136	59.8	97	52.4	85	52.4	85	52.4	85
16		Intermediate Plat. exp.	3.3	6.2	188	5.1	155	4.3	130	3.8	115	3.3	100	2.8	85	2.4	73
17		Total (Lines 5,15,16)	102.4	344.4	336	195.4	191	131.5	128	103.3	101	92.8	91	90.2	88	87.5	85
18	1,000	Line-haul, running	121.8	544.2	447	276.4	227	165.6	136	118.1	97	103.5	85	103.5	85	103.5	85
19		Intermediate Plat. exp.	6.6	12.3	186	10.3	156	8.7	132	7.6	115	6.6	100	5.6	85	4.7	71
20		Total (Lines 5,18,19)	165.9	619.2	373	337.1	203	217.7	131	165.4	100	147.2	89	144.1	87	140.9	85
21	1,500	Line-haul, running	182.6	816.3	447	414.6	227	248.4	136	177.2	97	155.2	85	155.2	85	155.2	85
22		Intermediate Plat. exp.	9.8	18.5	189	15.4	157	13.0	133	11.4	116	9.8	100	8.4	86	7.1	72
23		Total (Lines 5,21,22)	229.9	897.5	390	480.4	209	304.8	133	228.3	99	202.1	88	198.6	86	195.0	85

See page 59 for footnotes

Table No. 5 - Adjustment Factors to Reflect Effect of Density on Single-Line Costs for Shipments of 0 - 4,999 pounds, 5,000-9,999 pounds, 10,000-19,999 pounds and 20,000 pounds and Over 1/

(100 Percent of Running Costs (PU&D and Line-Haul) Treated as Variable with Density)

Line No.	Length of haul (miles)	Item of cost (Term. costs except as indicated, incl. orig. and dest.)	Cost- All density groups Cents per 100 pounds	Density groups (Pounds per cubic foot) 0 - 4.9 pounds		5 - 9.9 pounds		10 - 14.9 pounds		15 - 19.9 pounds		20 - 29.9 pounds		30 - 39.9 pounds		40 pounds and over	
				Cost Cents per 100 pounds	Adjustment factor percent Col. 4 ÷ col. 3	Cost Cents per 100 pounds	Adjustment factor percent Col. 6 ÷ col.3	Cost Cents per 100 pounds	Adjustment factor percent Col. 8 ÷ col. 3	Cost Cents per 100 pounds	Adjustment factor percent Col.10 ÷ col.3	Cost Cents per 100 pounds	Adjustment factor percent Col.12 ÷ col.3	Cost Cents per 100 pounds	Adjustment factor percent Col.14 ÷ col.3	Cost Cents per 100 pounds	Adjustment factor percent Col.16 ÷ col.3
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
		Weight bracket 5,000 - 9,999 pounds per shipment															
1		PU&D running	5.5	18.8	342	10.1	184	6.5	118	5.2	95	5.0	91	5.0	91	5.0	91
2		PU&D at stop	5.5	7.6	138	7.0	127	6.3	115	5.9	107	5.5	100	5.1	93	4.7	85
3		Term. platform	5.3	9.9	187	8.3	157	7.0	132	6.1	115	5.3	100	4.5	85	3.8	72
4		Billing and collecting	.4	.4	100	.4	100	.4	100	.4	100	.4	100	.4	100	.4	100
5		Total, orig. and dest.	16.7	36.7	220	25.8	154	20.2	121	17.6	105	16.2	97	15.0	90	13.9	83
6	50	Line-haul, running	9.6	42.7	445	21.7	226	13.0	135	9.3	97	8.1	84	8.1	84	8.1	84
7		Intermediate Plat. exp.	0.3	0.6	200	0.5	167	0.4	133	0.4	133	0.3	100	0.3	100	0.2	67
8		Total (Lines 5,6,7) 2/	25.9	78.7	304	46.9	181	32.7	126	26.5	102	23.9	92	22.8	88	21.7	84
9	100	Line-haul,running	16.0	71.3	446	36.2	226	21.7	136	15.5	97	13.6	85	13.6	85	13.6	85
10		Intermediate Plat. Exp.	0.6	1.2	200	1.0	167	0.8	133	0.7	117	0.6	100	0.5	83	0.4	67
11		Total (Lines 5,9,10) 2/	33.2	109.0	328	62.8	189	42.5	128	33.6	101	30.3	91	29.0	87	27.8	84
12	300	Line-haul, running	40.9	183.0	447	92.9	227	55.7	136	39.7	97	34.8	85	34.8	85	34.8	85
13		Intermediate Plat. exp.	1.9	3.5	184	2.9	153	2.4	126	2.1	111	1.9	100	1.6	84	1.3	68
14		Total (Lines 5,12,13)	59.5	223.2	375	121.6	204	78.3	132	59.4	100	52.9	89	51.4	86	50.0	84
15	500	Line-haul, running	61.6	275.5	447	139.9	227	83.8	136	59.8	97	52.4	85	52.4	85	52.4	85
16		Intermediate Plat. exp.	3.1	5.8	187	4.8	155	4.1	132	3.6	116	3.1	100	2.7	87	2.2	71
17		Total (Lines 5,15,16)	81.4	318.0	391	170.5	209	108.1	133	81.0	100	71.7	88	70.1	86	68.5	84
18	1,000	Line-haul, running	121.8	544.2	447	276.4	227	165.6	136	118.1	97	103.5	85	103.5	85	103.5	85
19		Intermediate Plat. exp.....	6.2	11.6	187	9.7	156	8.1	131	7.2	116	6.2	100	5.3	85	4.4	71
20		Total (Lines 5,18,19)	144.7	592.5	409	311.9	216	193.9	134	142.9	99	125.9	87	123.8	86	121.8	84
21	1,500	Line-haul, running	182.6	816.3	447	414.6	227	248.4	136	177.2	97	155.2	85	155.2	85	155.2	85
22		Intermediate Plat. exp.	9.3	17.4	187	14.5	156	12.2	131	10.7	115	9.3	100	8.0	86	6.7	72
23		Total (Lines 5,21,22)	208.6	870.4	417	454.9	218	280.8	135	205.5	99	180.7	87	178.2	85	175.8	84

See page 59 for footnotes

Table 5 - Adjustment Factors to Reflect Effect of Density on Single-Line Costs for Shipments of 0-4,999 Pounds, 5,000-9,999 Pounds, 10,000-19,999 Pounds and 20,000 Pounds and Over. 1/

(100 Percent of Running Costs (PU&D and Line-Haul) Treated as Variable with Density.)

Line No.	Length of haul (miles)	Item of cost (Term. costs except as indicated, incl. orig. and destination)	Cost- All density groups Cents per 100 pounds	Density groups (Pounds per cubic foot) 0 - 4.9 pounds		5 - 9.9 pounds		10 - 14.9 pounds		15 - 19.9 pounds		20 - 29.9 pounds		30 - 39.9 pounds		40 pounds and over	
				Cost Cents per 100 pounds	Adjustment factor percent Col. 4 ÷ col. 3	Cost Cents per 100 pounds	Adjustment factor percent Col. 6 ÷ col. 3	Cost Cents per 100 pounds	Adjustment factor percent Col. 8 ÷ col. 3	Cost Cents per 100 pounds	Adjustment factor percent Col. 10 ÷ col. 3	Cost Cents per 100 pounds	Adjustment factor percent Col. 12 ÷ col. 3	Cost Cents per 100 pounds	Adjustment factor percent Col. 14 ÷ col. 3	Cost cents per 100 pounds	Adjustment factor percent Col. 16 ÷ col. 3
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
		Weight Bracket 10,000-19,999 Pounds Per Shipment															
1		PU&D running.....	4.2	17.3	412	9.0	214	5.6	133	4.1	98	3.7	88	3.7	88	3.7	88
2		PU&D at stop.....	4.4	6.6	150	6.0	136	5.2	118	4.8	109	4.3	98	3.9	89	3.4	77
3		Term. platform.....	1.8	3.4	189	2.8	156	2.4	133	2.1	117	1.8	100	1.5	83	1.3	72
4		Billing and collecting.....	.2	.2	100	.2	100	.2	100	.2	100	.2	100	.2	100	.2	100
5		Total Orig. and Dest.....	10.6	27.5	259	18.0	170	13.4	126	11.2	106	10.0	94	9.3	88	8.6	81
6	50	Line-haul, running.....	8.6	38.3	445	19.5	227	11.7	136	8.3	97	7.3	85	7.3	85	7.3	85
7		Intermediate, Plat. exp.....	.1	.2	200	.2	200	.2	200	.1	100	.1	100	.1	100	.1	100
8		Total (Lines 5,6,7) 2/.....	19.1	65.5	343	37.3	195	25.0	131	19.4	102	17.2	90	16.6	87	15.9	83
9	100	Line-haul, running.....	13.5	60.5	448	30.7	227	18.4	136	13.1	97	11.5	85	11.5	85	11.5	85
10		Intermediate Plat. exp.....	.2	.4	200	.4	200	.3	150	.3	150	.2	100	.2	100	.2	100
11		Total (Lines 5,9,10) 2/.....	24.3	88.3	363	49.0	202	32.0	132	24.6	101	21.7	89	21.0	86	20.3	84
12	300	Line-haul, running.....	34.3	153.3	447	77.9	227	46.6	136	33.3	97	29.2	85	29.2	85	29.2	85
13		Intermediate Plat. exp.....	.7	1.3	186	1.1	157	.9	129	.8	114	.7	100	.6	86	.5	71
14		Total (Lines 5,12,13).....	45.6	182.1	399	97.0	213	60.9	134	45.3	99	39.9	88	39.1	86	38.3	84
15	500	Line-haul, running.....	51.6	230.8	447	117.2	227	70.2	136	50.1	97	43.9	85	43.9	85	43.9	85
16		Intermediate Plat. exp.....	1.2	2.2	183	1.9	158	1.6	133	1.4	117	1.2	100	1.0	83	.9	75
17		Total (Lines 5,15,16).....	63.4	260.5	411	137.1	216	85.2	134	62.7	99	55.1	87	54.2	85	53.4	84
18	1,000	Line-haul, running.....	101.6	454.0	447	230.6	227	138.1	136	98.5	97	86.3	85	86.3	85	86.3	85
19		Intermediate Plat. exp.....	2.4	4.5	188	3.7	154	3.1	129	2.8	117	2.4	100	2.1	88	1.7	71
20		Total (Lines 5,18,19).....	114.6	486.0	424	252.3	220	154.6	135	112.5	98	98.7	86	97.7	85	96.6	84
21	1,500	Line-haul, running.....	152.3	681.0	447	345.8	227	207.2	136	147.8	97	129.5	85	129.5	85	129.5	85
22		Intermediate Plat. exp.....	3.6	6.7	186	5.6	156	4.7	131	4.1	114	3.6	100	3.1	86	2.6	72
23		Total (Lines 5,21,22).....	166.5	715.2	430	369.4	222	225.3	135	163.1	98	143.1	86	141.9	85	140.7	85

See page 59 for footnotes

Table No. 5 - Adjustment Factors to Reflect Effect of Density on Single-Line Costs for Shipments of 0 - 4,999 pounds, 5,000 - 9,999 pounds, 10,000-19,999 pounds and 20,000 pounds and Over 1/

(100 Percent of Running Costs (PU&D and Line-Haul) Treated as Variable with Density)

Line No.	Length of haul (miles)	Item of cost (Term. costs except as indicated, incl. orig. and dest.)	Cost-All density groups Cents per 100 pounds	Density groups (Pounds per cubic foot) 0 - 4.9 pounds: Cost Cents per 100 pounds	Adjustment factor percent Col. 4 ÷ col.3	5 - 9.9 pounds: Cost Cents per 100 pounds	Adjustment factor percent Col. 6 ÷ col.3	10 - 14.9 pounds: Cost Cents per 100 pounds	Adjustment factor percent Col. 8 ÷ col.3	15 - 19.9 pounds: Cost Cents per 100 pounds	Adjustment factor percent Col.10 ÷ col.3	20 - 29.9 pounds: Cost Cents per 100 pounds	Adjustment factor percent Col.12 ÷ col.3	30 - 39.9 pounds: Cost Cents per 100 pounds	Adjustment factor percent Col.14 ÷ col.3	40 pounds and over: Cost Cents per 100 pounds	Adjustment factor percent Col.16 ÷ col.3
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
		Weight bracket 20,000 Pounds and Over per Shipment.															
1		PU&D, running	3.3	13.8	418	7.1	215	4.4	133	3.2	97	2.8	85	2.8	85	2.8	85
2		PU&D at stop	3.1	5.5	177	4.8	155	4.0	129	3.6	116	3.1	100	2.7	87	2.3	74
3		Term. platform	.5	1.0	200	.8	160	.7	140	.6	120	.5	100	.5	100	.4	80
4		Billing and collecting	.1	.1	100	.1	100	.1	100	.1	100	.1	100	.1	100	.1	100
5		Total, orig. & dest.	7.0	20.4	291	12.8	183	9.2	131	7.5	107	6.5	93	6.1	87	5.6	80
6	50	Line-haul, running	8.6	34.0	395	17.3	201	10.4	121	7.4	86	6.5	76	6.5	76	6.5	76
7		Intermediate Plat. exp.	.1	.2	200	.2	200	.1	100	.1	100	.1	100	.1	100	.1	100
8		Total (Lines 5,6,7) 2/	15.6	54.5	349	30.2	194	19.6	126	14.9	96	13.0	83	12.6	81	12.1	78
9	100	Line-haul, running	13.5	60.5	448	30.7	227	18.4	136	13.1	97	11.5	85	11.5	85	11.5	85
10		Intermediate Plat. exp.	.2	.4	200	.3	150	.3	150	.3	150	.2	100	.2	100	.2	100
11		Total (Lines 5,9,10) 2/	20.7	81.3	393	43.8	212	27.9	135	20.9	101	18.2	88	17.8	86	17.3	84
12	300	Line-haul, running	34.3	153.3	447	77.9	227	46.6	136	33.3	97	29.2	85	29.2	85	29.2	85
13		Intermediate Plat. exp.	.7	1.2	171	1.0	143	.9	129	.8	114	.7	100	.6	86	.5	71
14		Total (Lines 5,12,13)	42.0	174.9	416	91.7	218	56.7	135	41.6	99	36.4	87	35.9	85	35.3	84
15	500	Line-haul, running	51.6	230.8	447	117.2	227	70.2	136	50.1	97	43.9	85	43.9	85	43.9	85
16		Intermediate Plat. exp.	1.1	2.1	191	1.7	155	1.5	136	1.3	118	1.1	100	1.0	91	.8	73
17		Total (Lines 5,15,16)	59.7	253.3	424	131.7	221	80.9	136	58.9	99	51.5	86	51.0	85	50.3	84
18	1,000	Line-haul, running	101.6	454.0	447	230.6	227	138.1	136	98.5	97	86.3	85	86.3	85	86.3	85
19		Intermediate Plat. Exp.	2.2	4.2	191	3.5	159	2.9	132	2.6	118	2.2	100	1.9	86	1.6	73
20		Total (Lines 5,18,19)	110.8	478.6	432	246.9	223	150.2	136	108.6	98	95.0	86	94.3	85	93.5	84
21	1,500	Line-haul, running	152.4	681.0	447	345.8	227	207.2	136	147.8	97	129.5	85	129.5	85	129.5	85
22		Intermediate Plat. Exp.	3.3	6.2	188	5.2	158	4.4	133	3.8	115	3.3	100	2.9	88	2.4	73
23		Total (Lines 5,21,22)	162.7	707.6	435	363.8	224	220.8	136	159.1	98	139.3	86	138.5	85	137.5	85

See page 59 for footnotes.

Table No. 6.. - Man-minutes per ton and pounds per stop experienced in pick-up and delivery of shipments of various weights

Central Territory

Weight bracket (pounds per shipment) (1)	Multistop service			Single-stop service		
	Man-mins. per ton (2)	Pounds per stop (3)	Tons per stop (4)	Man-mins. per ton (5)	Pounds per stop (6)	Tons per stop (7)
Shippers and consignees, & freight forwarders (excl. connecting carriers)						
0 - 199	104	180	.09	29	3,600	1.80
200 - 499	50	480	.24	29	3,600	1.80
500 - 999	34	1,000	.50	29	3,600	1.80
1,000 - 1,999	26	1,840	.92	29	3,600	1.80
2,000 - 4,999	20	3,600	1.80	22	5,720	2.86
5,000 - 9,999	17	7,220	3.61	19	8,660	4.33
10,000 - 19,999	13	14,400	7.20	14	15,860	7.93
20,000 and over	10	23,780	11.89	9	26,120	13.06
Connecting carriers						
0 - 199	84	380	.19	27	7,140	3.57
200 - 499	47	820	.41	27	7,140	3.57
500 - 999	33	1,380	.69	27	7,140	3.57
1,000 - 1,999	26	2,240	1.12	27	7,140	3.57
2,000 - 4,999	22	3,820	1.91	18	8,440	4.22
5,000 - 9,999	17	7,200	3.60	18	8,440	4.22
10,000 - 19,999	11	14,140	7.07	11	15,760	7.88
20,000 and over	9	23,940	11.97	8	26,520	13.26

The figures are based on an analysis of Form 4's for all trips (PU&D and peddle).

Table No. 7.- Distribution of total traffic carried by cost study carriers by weight of shipment

Central Territory

Weight bracket (pounds per shipment) (1)	Tons (2)	Percent of total traffic carried (pounds) (3)
New York-Philadelphia Carriers		
0 - 199	221,198	4.11
200 - 499	428,830	7.96
500 - 999	489,826	9.09
1,000 - 1,999	588,308	10.92
2,000 - 4,999	855,828	15.89
5,000 - 9,999	639,608	11.87
10,000 - 19,999	680,542	12.63
20,000 and over	1,482,831	27.53
Total	5,386,971	100.00

Table No. 8 - Distribution of total traffic carried by cost study carriers separated between single-line, interline received, interline delivered and bridge traffic.

Central Territory

Type of traffic (1)	Tons (2)	Percent of total (3)
Single-line	3,859,575	71.65
Interline - Received	718,235	13.33
Interline - Delivered	792,500	14.71
Bridge Traffic	16,661	.31
Total	5,386,971	100.00

Table 9. - Load factor on terminal-to-terminal runs for less truckload and truckload traffic by lengths of haul

Central Territory

Line number	Mileage blocks (1)	Load Factor 1/ (Ton-miles per vehicle mile) TL and LTL combined (2)	LTL (3)	TL (4)
1	All mileage blocks	9.16	8.48	10.17
2	0 - 10	7.44	6.89	8.26
3	11 - 20	7.63	7.06	8.47
4	21 - 30	7.82	7.24	8.68
5	31 - 40	7.92	7.33	8.79
6	41 - 50	8.01	7.42	8.89
7	51 - 75	8.21	7.60	9.11
8	76 - 100	8.40	7.78	9.32
9	101 - 150	8.58	7.94	9.52
10	151 - 200	8.97	8.31	9.96
11	201 - 250	9.25	8.56	10.27
12	251 - 300	9.54	8.83	10.59
13	301 - 350	9.83	9.10	10.91
14	351 - 400	10.11	9.36	11.22
15	401 - 450	10.30	9.54	11.43
16	451 - 500	10.59	9.81	11.75
17	501 and over	10.59	9.81	11.75

1/ The peddle run average load factor for all study carriers and for all runs was 4.45 tons.

LTL means shipments under 10,000 pounds.
TL means shipments of 10,000 pounds and over.

Table 10. - Average length of haul per ton for cost study carriers.

Central Territory

Line No.	Item (1)	Amount (2)
1	Ton-miles (incl.peddle)	928,197,702
2	Tons carried (incl. peddle)	5,386,971
3	Average haul - miles (line 1 ÷ line 2)	172.3

Table 11 - Territorial average unit costs for pick up and delivery, platform handling, and billing and collecting at origin or destination points. 1/

Weight brackets 0 - 199 pounds and larger
(Excluding minimum charge shipments)

Line No.	Weight bracket (pounds per shipment) (1)	Costs in cents per hundredweight: Pick-up & delivery 2/ (2)	Platform handling (3)	Billing and collecting (4)
1.	0 - 199	29.254	8.143	16.465
2.	200 - 499	17.271	8.089	7.558
3.	500 - 999	11.210	7.643	3.542
4.	1000 - 1999	8.576	6.817	1.824
5.	2000 - 4999	6.566	5.050	.844
6.	5000 - 9999	5.486	2.634	.393
7.	10000 - 19999	4.276	.896	.191
8.	20000 & over	3.196	.270	.110
9.	0 - 4999	10.503	6.613	3.250
10.	0 - 9999	9.444	5.773	2.646

1/ The pick up and delivery costs and platform handling costs represent the average cost per 100 pounds at origin or destination, but not both. The platform handling costs average 8.837 cents per 100 pounds for all traffic actually handled over the platform including minimum charge shipments. The platform cost by weight brackets are reduced as the weight of the shipment increases, because of the diminishing percentage of traffic actually handled over the carriers' platform, as indicated below. The billing and collecting cost represents the cost per shipment per carrier (24.996 cents) reduced to a cost per 100 pounds.

Weight bracket (pounds per shipment)	Percent of weight handled over platform
0 - 499	.91
500 - 999	.86
1000 - 1999	.77
2000 - 4999	.57
5000 - 9999	.30
10000 - 19999	.10
20000 & over	.03

2/ Pick up and delivery costs were treated partly on a mileage and partly on an hourly basis. The respective costs were 18¢ per mile and $1.94 per hour.

Table 11 - Territorial average unit costs for pick up and delivery, platform handling, and billing and collecting at origin or destination (Cont'd.)

Weight brackets 0 - 50 pounds up to and including 300 pounds 3/

Line No.	Weight bracket (pounds per shipment) (1)	Cost in cents per shipment: Pick up and delivery 4/ (2)	Platform handling 4/ (3)	Billing and collecting (4)
1	0 - 50	35.717	4.328	24.996
2	51 - 100	37.680	6.574	24.996
3	101 - 150	42.024	10.114	24.996
4	151 - 200	44.676	14.160	24.996
5	201 - 250	49.378	18.196	24.996
6	251 - 300	52.615	22.240	24.996

3/ Costs are applicable to all shipments, minimum charge and other. Costs for all weight brackets, except the 0 - 50 are based on the weight at the mid-point of the bracket. The costs for the 0 - 50 pound weight bracket are based on 38 pounds.

4/ The pick up and delivery costs and platform handling costs represent the average cost per shipment at origin or destination, but not both.

Table 12 - Territorial average unit costs for pick up and delivery, platform handling, and billing and collecting at interchange and intermediate points.

Weight brackets 0 - 199 pounds and larger
(Excluding minimum charge shipments)

Line No.	Weight bracket (pounds per shipment) (Minimum charge shipments excluded) (1)	Costs in cents: Interchange points: Pick up and delivery: Per cwt. (2)	Pick up and delivery: Per cwt.-mile 2/ (3)	Platform handling 1/: Per cwt. (4)	Platform handling 1/: Per cwt.-mile 2/ (5)	Billing and collecting: Per cwt. (6)	Billing and collecting: Per cwt.-mile 2/ (7)	Intermediate transfer points: Platform handling: Per cwt.-mile (8)
1	0 - 199	17.357	.01906	16.525	.01639	16.465	.01497	.00648
2	200 - 499	12.870	.01450	16.525	.01643	7.558	.00689	.00647
3	500 - 999	9.600	.01084	15.907	.01582	3.542	.00323	.00661
4	1000 - 1999	7.788	.00859	15.023	.01469	1.824	.00167	.00659
5	2000 - 4999	6.416	.00651	13.697	.01243	.844	.00075	.00655
6	5000 - 9999	5.507	.00558	11.223	.00940	.393	.00032	.00617
7	10000 - 19999	3.855	.00319	7.335	.00446	.191	.00011	.00238
8	20000 & over	2.993	.00166	5.037	.00301	.110	.00007	.00221
9	0 - 4999	9.004	.00974	16.083	.01448	3.250	.00310	.00655
10	0 - 9999	8.302	.00886	15.995	.01341	2.646	.00251	.00647

1/ Includes such expenses as were incurred by both carriers parties to the interhcange. Average cost per 100 pounds for all traffic actually handled over the platform (including minimum charge shipments) was 8.837 cents. The number of platform handlings per shipment for each weight bracket, including the handlings by both carriers party to the interchange was as indicated below:

Weight bracket	Platform handlings at interchange point
0 - 199	1.87
200 - 499	1.87
500 - 999	1.80
1000 - 1999	1.70
2000 - 4999	1.55
5000 - 9999	1.27
10000 - 19999	.83
20000 & over	.57

2/ Expenses for interchange work incurred on joint haul traffic reduced to a cost per cwt.-mile.

Table 12 - Territorial average unit costs for pick up and delivery, platform handling, and billing and collecting at interchange and intermediate points (Cont'd.)

Weight brackets 0 - 50 pounds up to and including 300 pounds 3/

Line No.	Weight bracket (pounds per shipment)	Cost in cents						
		Interchange points						Intermediate transfer points
		Pick up & delivery		Platform handling		Billing and collecting		Platform handling
		Per shipment	Per shipment mile 5/	Per shipment	Per shipment mile 5/	Per shipment	Per shipment mile 5/	Per shipment mile 5/
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
1	0 - 50	18.872	.02027	8.839	.00882	24.996	.02308	.00354
2	51 - 100	21.729	.02334	13.426	.01339	24.996	.02308	.00538
3	101 - 150	25.422	.02731	20.656	.02060	24.996	.02308	.00828
4	151 - 200	29.271	.03144	28.919	.02884	24.996	.02308	.01159
5	201 - 250	34.863	.03851	37.181	.03661	24.996	.02219	.01481
6	251 - 300	39.415	.04354	45.444	.04474	24.996	.02219	.01810

3/ Costs are applicable to all shipments minimum charge and other costs for all weight brackets, except the 0 - 50 are based on the weight at the mid-point of the bracket. The costs for the 0 - 50 pound weight bracket are based on 38 pounds.

4/ Includes such expenses as were incurred by both carriers parties to the interchange.

5/ Expenses for interchange work incurred on joint haul traffic reduced to a cost per shipment-mile.

Table 13 - Average costs per hunderdweight mile and per vehicle-mile for peddle trips and terminal-to-terminal trips.

Distance block (miles) (1)	Costs in cents per hundredweight mile: Peddle trip costs (2)	Terminal-to-terminal trip costs: LTL (3)	TL (4)	Avg. (5)	Peddle and terminal-to-terminal trips combined: LTL (6)	TL (7)
0 - 10	.27254	.17325	.14454	.16042	.26857	.26742
11 - 20	.27254	.16889	.14090	.15638	.26632	.26464
21 - 30	.27254	.16481	.13749	.15260	.24238	.23473
31 - 40	.27254	.16284	.13585	.15078	.20891	.19326
41 - 50	.27254	.16088	.13421	.14896	.19103	.17156
51 - 75	.27254	.15708	.13104	.14544	.17440	.15227
76 - 100	.27254	.15355	.12810	.14218	.15950	.13532
101 - 150	.27254	.15017	.12528	.13905	.15262	.12823
151 - 200	.27254	.14370	.11989	.13306	.14628	.12294
201 - 250	.27254	.13934	.11625	.12902	.14067	.11781
251 - 300	.27254	.13512	.11272	.12511	.13649	.11432
301 - 350	.27254	.13118	.10944	.12146	.13259	.11107
351 - 400	.27254	.12752	.10638	.11807	.12897	.10804
401 - 450	.27254	.12512	.10438	.11585	.12659	.10606
451 - 500	.27254	.12175	.10157	.11273	.12326	.10328
501 & over	.27254	.12175	.10157	.11273	.12175	.10157
All mileage blocks	.27254	.14075	.11742	.13032	-	-

LTL means shipments of under 10,000 pounds.
TL means shipments of 10,000 pounds.
Average costs per vehicle miles:
Peddle trips (mi. + hr. exp.) 24,233¢
Terminal-to-terminal trips 23,883¢

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